

Maricopa County Department of Transportation



**Fiscal Years
2006-2010**

Transportation Improvement Program and Accomplishments



Maricopa County Department of Transportation
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Message from the Director

The Maricopa County Department of Transportation (MCDOT) has and will continue to use a unique set of criteria for determining transportation improvements. "Is it the right road, at the right time, at the right cost?" Though managers and directors may change, these important questions remain our relevant guidelines.

To find the right answers, MCDOT constantly seeks input from County residents, the Board of Supervisors and their appointed Transportation Advisory Board (TAB), other elected representatives, and staff from cities and towns within the County. Our five-year Transportation Improvement Program (TIP) fiscal years 2006-2010 are the result of these collaborative inputs. The TIP book and Annual Report illustrates some recent MCDOT accomplishments and what we are planning in the future. The input from our many sources is used to provide an objective evaluation of each project. We have listed the highest priority projects whose benefits to travelers exceed the project's design and construction costs.

A list of business metrics has been added to our project analysis process and will be explained later in this report. These business metrics measure our effectiveness to provide the TIP and other services. We measure and periodically report publicly on how well we meet our established goals. MCDOT has recently added a new Project Management Division, which will lead the projects through their many phases, from concept to completion.

The Maricopa County Department of Transportation is now a part of a new, larger and more efficient Public Works Organization. The new organization integrates many common responsibilities previously assumed by the Flood Control District of Maricopa County and Solid Waste Management. The consolidation of these agencies enables MCDOT to utilize resources and share responsibilities to provide the traveling public of Maricopa County with the right transportation system, at the right time and at the right cost.



Michael S. Ellegood, P.E.
Director of Public Works,
Transportation Director and County Engineer

Introduction

The MCDOT Fiscal Years 2006-2010 Transportation Improvement Program (TIP) and Accomplishments is the method by which the County documents and implements the recommendations of its various adopted plans. These include the Comprehensive Plan, Transportation System Plan, Corridor Studies, Candidate Assessment Reports, Transportation Management System Reports and requested projects by cities, towns and the general public. Plans, studies and recommended projects are based on objective analytical data that address the growing transportation needs of the County.

The types of projects recommended in the TIP include:

- Corridor studies
- Roadway Designs, Design Concept Reports and other studies
- Transportation capacity improvements to roadways and bridges
- Safety improvements for roadways, intersections and bridges
- Dust mitigation projects on dirt roadways
- Development of Intelligent Transportation Systems (ITS)
- Project identified in multimodal studies, including MCDOT's Bicycle Plan and the Maricopa County Regional Trail System Plan
- Acquisition of right-of-way

The selection of TIP projects, their prioritization, approval, and implementation are based on MCDOT's commitment to providing a quality transportation system for all County

residents. Each year MCDOT staff reviews, ranks, and prioritizes new and continuing projects to be recommended to the MCDOT Management Team and Transportation Advisory Board.

Typically, for a project to be presented to the Transportation Advisory Board (TAB) for consideration in the TIP, it must be highly rated, show a positive benefit/cost ratio, have an identifiable financial partner (where applicable), be within the financial capability of the County, be physically ready to begin in the near future and be recommended by the MCDOT Management Team. The TAB reviews the list of rated and ranked projects, and then makes its recommendation to the Board



**Capacity
Improvements**



**Safety
Improvements**



**Bridge
Improvements**

Introduction (continued)

of Supervisors for final action. Approval by the Board of Supervisors ensures a project's inclusion in the County budget and the TIP.

All selected TIP projects are guided by the recommendations in the Comprehensive Plan, the Transportation System Plan (TSP), and the MCDOT Strategic Plan. The TSP designates a strategic direction and sets forth a vision for the planning and construction of transportation facilities within the County through 2020.

The Maricopa County Comprehensive Plan, "Eye to the Future," emphasizes public involvement including comments, ideas and directions. It also addresses the long and short-term transportation issues in relation to our growing community. The plan is multi-modal and encompasses highways, streets, bicycle, pedestrian and transit services and facilities. It serves as

a standard for accomplishing the County's goals, objectives and policies.

The Strategic and Operational Plan integrates planning, budgeting and performance measurements. It focuses on the administration of MCDOT, including its resources and transportation systems. The plan provides the right information to make good decisions and also aligns every MCDOT employee to organizational success, in addition to providing the information needed to tell the public what it is getting for its investment (taxes).

Projects in the TIP must first address three fundamental questions:

- Is it the right road?
- Is it at the right time?
- Is it the right cost?



**Pavement
Improvements**



**Multi-Modal
Improvements**



**Low Volume Road
Improvements**

MCDOT Mission, Vision, & Strategic Plan

MCDOT continues to implement its strategic and operational planning process referred to as Managing for Results (MFR). MFR establishes a foundation on which the County can manage and monitor measurable results of MCDOT's activities. This strategic plan continues to focus on the near future, typically a two- to five-year horizon, and is directly linked with all departmental activities including planning, design, project management, right-of-way, construction, operations and maintenance, and MCDOT's annual budgeting process.

MCDOT Mission:

Provide a quality transportation system to the travelers in Maricopa County so they can experience a safe, efficient and cost-effective journey.

MCDOT Vision:

Set a standard of excellence regionally enabling us to consistently deliver on our commitment to provide the right transportation system for Maricopa County at the right time and the right cost.

MCDOT Values:

Respect our customers and MCDOT employees by demonstrating credibility, integrity and innovation.

MCDOT is continuing its cost-cutting measures, upholding budget constraints and its zero-based budgeting process in FY 2006 as part of the overall management plan for County



government. MCDOT faces new challenges in the future. According to the 2000 census, Maricopa County has grown by almost one million people since 1990 with no noticeable slowdown. The volume of travel on our roadways is also steadily increasing, based on the findings of the MCDOT Congestion Management Plan.

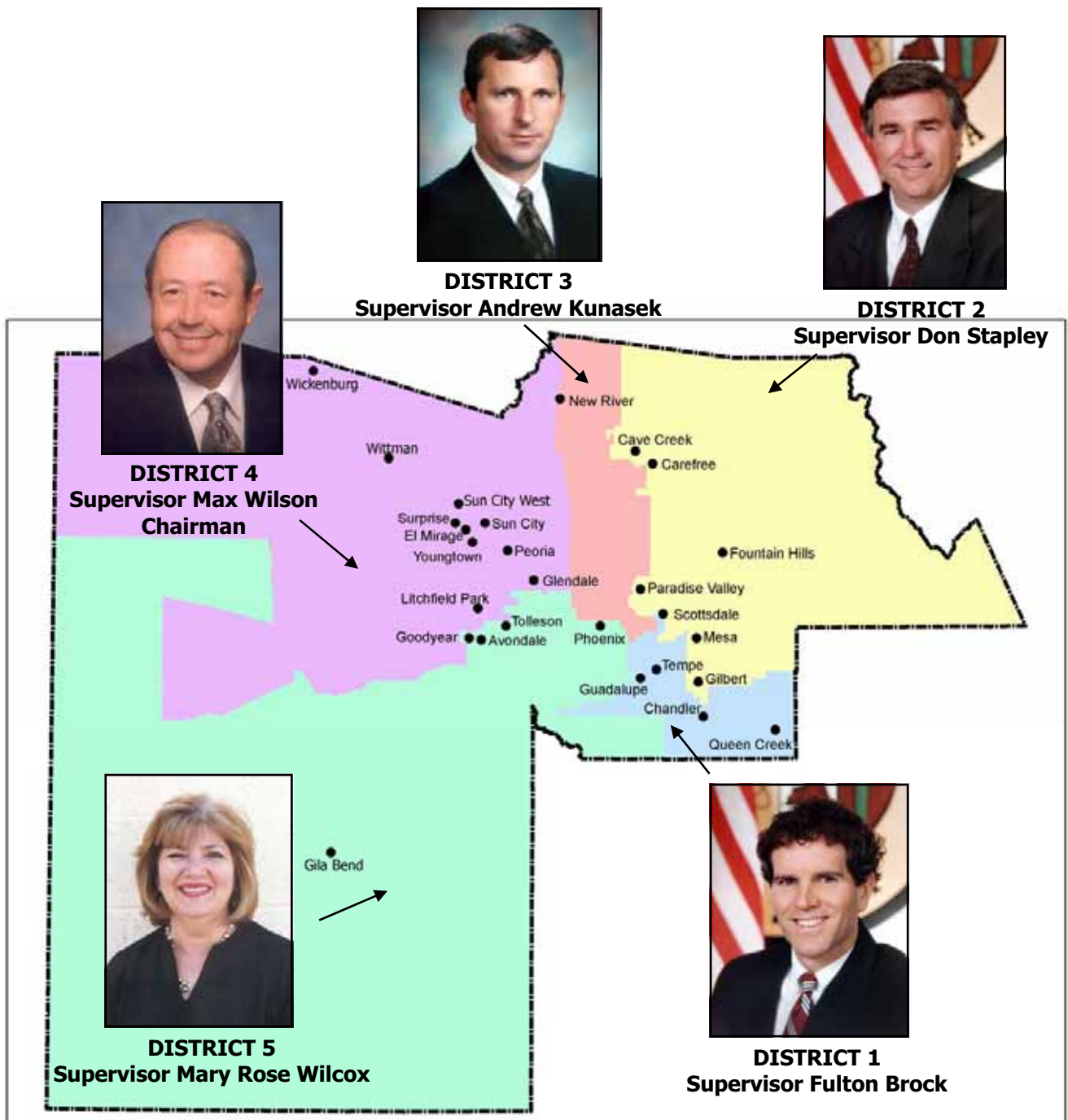
These dynamic forces make it imperative that our transportation systems attempt to keep pace with the demand. Our latest transportation needs study showed a \$1.0 billion shortfall in revenues to meet our projected needs. However, with the support from the County Board of Supervisors, the Transportation Advisory Board and the citizens of Maricopa County, MCDOT will continue to address the most important transportation needs of its citizens.

This year's TIP book is a snapshot into our probable transportation future. It explains what we have accomplished in the last year and outlines what we plan to do in the next five years. MCDOT continues to uphold its commitment to produce a safer and more efficient transportation system.

Board of Supervisors (BOS)

The Maricopa County Board of Supervisors (BOS) is composed of five elected officials representing each of the five county districts. The Board makes the final decisions regarding projects to be included in the TIP. In addition to considering the

recommendations of the Transportation Advisory Board, the Supervisors also consider citizen and municipal input during their deliberations. It is important to realize BOS approval only commits funding for the first fiscal year of the TIP even though it is a five-year program.



Transportation Advisory Board (TAB)

Five Maricopa County citizens, one from each of the five districts, constitute the Transportation Advisory Board. TAB members are appointed by the Maricopa County Board of Supervisors. TAB members bring the constituent voice to transportation decisions. One of the TAB's primary goals is to assist in developing and maintaining public understanding and support of MCDOT programs through active communication. The board typically has public meetings every other month, and the public is encouraged to attend. To guide the TAB, the following objectives

are pursued as parts of its mission statement:

- Comprehensive transportation planning that enhances the quality of life for Maricopa County citizens;
- Continued safety and maintenance of the Maricopa County Transportation System;
- Implementation of the Board of Supervisors transportation goals; and
- Excellence in regional planning and promotion of cooperative efforts to resolve rural and urban issues.

Alan Turley
District One



Frank Peak, Jr.
District Two,
Chairman



Jason Morris
District Three



Lon McDermott
District Four



Marie Lopez-Rodgers
District Five



Transportation Advisory Board (continued)

The Board of Supervisors created the TAB to review and provide advice regarding transportation issues facing this rapidly growing county. TAB members review planning issues, transportation studies, construction schedules and maintenance needs. A key focus of the TAB is reviewing and updating TIP policies to ensure that the TIP process remains effective.

TAB reviews MCDOT's staff recommendations for TIP projects and considers the following:

- Is the project cost-effective?
- How does it compare with the recommendations in the Transportation System Plan?
- What is the project's score compared with other projects?
- Will other jurisdictions or agencies be involved as partners in the project, and to what extent?
- In what ways does a project support legislative mandates for clean air and a healthy environment?

The TAB provides balance to the program and promotes an objective and comprehensive review of all TIP projects. This includes consideration of how the projects may interrelate and how they may relate to the TIPs of other agencies.

Another TAB focus is enhancing TIP expenditures by leveraging other funding sources such as partnerships and grants. The TAB works to establish a solid community relationship where collaborative efforts, such as corridor preservation, begin. The relationships result in monetary savings associated with a shared community vision.

The TAB's greatest partnership is with the public. The TAB relies heavily on the community to express its transportation needs through participation in various studies, public events and correspondence with staff.



For TAB agendas or general TAB information, please visit the MCDOT Website at: www.mcdot.maricopa.gov/tab/home.htm or contact:

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Business Metrics

MCDOT has begun tracking its performance and efficiency through a set of business metrics. Capital expenditures, roadway operations, staff utilization, the satisfaction of employees and the public are being monitored and measured.

These metrics were selected in order to compare MCDOT's performance with those of the county as well as nationwide. Eight metrics are being tracked and will be annually documented in this report:



1. MCDOT's overhead rate should be

less than 150%.

2. MCDOT's personnel use rate should be greater than 60%. This is the time spent by employees on projects with specific project control numbers as compared to the total hours paid by MCDOT.
3. The cost of construction should not increase by more than 5% after the project bid has been awarded.
4. MCDOT should annually spend at least 85% of its funds budgeted for capital improvements.
5. MCDOT should spend more than 95% and less than 98% of its budgeted funds for operations.
6. The cost of project delivery, which includes design costs, contract oversight costs and administration expenses should be less than 18% of the total capital cost of the project.
7. The employee satisfaction rate should be greater than 5.5 out of 8 based on MCDOT's annual employee satisfaction survey.
8. MCDOT customers should have a satisfaction rate of greater than 6 out of 10, based on special surveys to be developed for each MCDOT program.

Figure 1. MCDOT Business Metrics

2005 Accomplishments

E-Government Initiatives

E-government uses web-based technologies to improve services and communication between government and citizens. Information technology plays an important role in the services we provide to citizens.

The MCDOT website (<http://www.mcdot.maricopa.gov>) is already home to more than 50 web-based services and applications. One-click access is available for a listing of road closures. Citizens can apply online for Maricopa County's Adopt-A-Highway program, report a missing or damaged sign, request a street sign, and obtain survey information. Consultants and contractors interested in doing business with MCDOT can apply online for inclusion in the Article 5 register. To date, over 500 consultants and over 500 contractors have applied. Maricopa County has instituted a new web-based service for job seekers at http://www.maricopa.gov/human_resources/job_query_form.asp.

Information about MCDOT's PM₁₀ dirt road paving plan is also available. There is a variety of engineering documents and manuals, which can be downloaded via



the following: <http://www.mcdot.maricopa.gov/manuals/>.

Our website is frequently visited, averaging more than 22,000 visits per month. The site has enabled our citizens to communicate electronically with MCDOT, which has resulted in more than 300 individual e-mail inquiries in 2004 and over 1,200 since its development in 2001.



2005 Accomplishments (continued)

Dust Mitigation: Low Volume Road Paving

MCDOT's PM₁₀ paving project completed its fifth year and has paved more than 65 miles of roads since 2001. Due to this paving, more than 1,000 tons of particulates are removed from our air annually. This multi-year project is part of a larger, countywide plan to reduce air pollution. Since 1987, MCDOT has paved more than 80 miles of dirt roadways and we are on schedule to meet our current goal of paving an additional 10 miles of dirt roads in fiscal year 2005. MCDOT maintains nearly 469 miles of unpaved roads throughout the county. Dust suppression is a major concern as these

roads are contributing to airborne pollution in our dry desert community.

MCDOT recently completed a comprehensive low volume road study to identify and locate all unpaved roads in the County. MCDOT will begin to prioritize the roadway segments that may need to be paved in the future, both within and outside of the PM₁₀ non-attainment area. Paving the identified roadways will start in FY 2006 with an annual allocation of \$3.0 million from the MCDOT TIP.



Fig Springs Road



14th Street & Cloud Road



Tuthill Road & Carver Road



147th Avenue

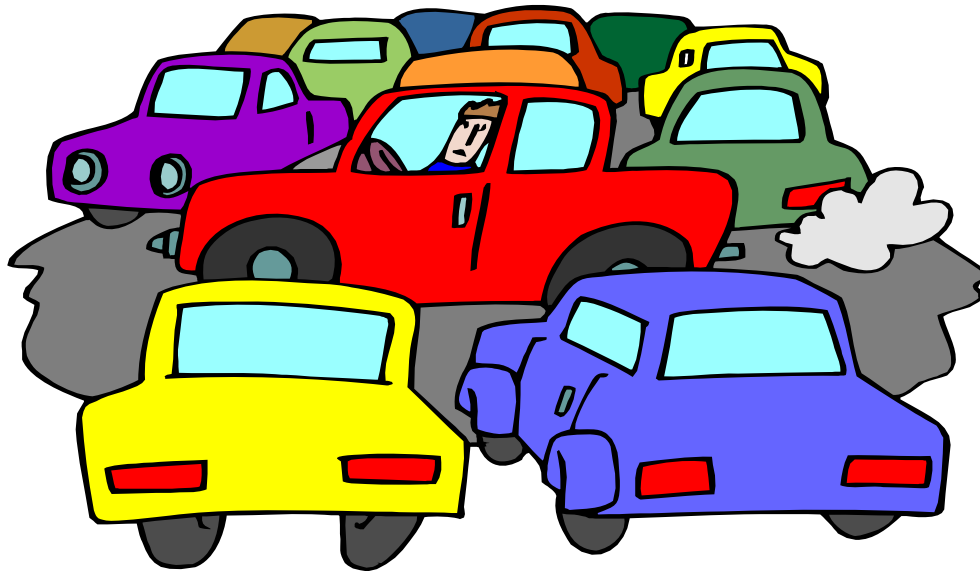
2005 Accomplishments (continued)

Safety

AZTech™ partnerships through MCDOT have taken the lead in establishing a first-of-its-kind regionally oriented, incident management augmentation service. The new group is called the Regional Emergency Action Coordinating Team (REACT). The team consists of traffic management specialists, who use trucks equipped with variable message signs and other equipment to provide traffic control at the roadway emergency scene. Since its inception in late FY 2001, the team has responded to more than 700 call-outs and has received many expressions of appreciation and support from the local police and fire departments.

Incident responders may not be aware of existing road closures or the affect of the traffic generated by the incident. As a consequence, few safety measures may be implemented at the accident scene.

REACT offers a timely and effective solution by providing the necessary traffic management in the area around the incident. Importantly, the presence of the REACT management professionals allows the responding law enforcement officials to concentrate on the accident investigation rather than traffic control.



2005 Accomplishments (continued)

AZTech Smart Corridors

MCDOT, in cooperation with state and local officials and private industries, has formed a unique partnership called AZTech™. The purpose of AZTech™ is to more closely integrate the management of the region's transportation systems through the use of state of the art technologies that give travelers up-to-the-minute traffic information. This program initiated in 1996 when Phoenix was one of four metropolitan areas selected by the U.S. Department of Transportation for this ITS (Intelligent Transportation System) Model Deployment Initiative. MCDOT served as the lead agency for the partnership.

Over the past nine years, AZTech™ has implemented ITS technologies in the Valley to ease congestion, alert drivers to delays, improve public transit operations and closely monitor traffic conditions. As a result, AZTech™ has developed an integrated network of traffic signals, computers, communication devices, closed circuit cameras and variable message signs to keep traffic moving across the Valley. The improved roadway systems, outfitted with these technologies, are often known as SMART (Systematically Managed Arterials) Corridors.

MCDOT's Traffic Management Center opened in 1999 and continues to be an integral part of the regional AZTech™ system. During fiscal year 2003, along with eight local government partners, MCDOT completed the design of several new "SMART Corridors" on the AZTech™ system. This work was followed by the construction of these corridors in fiscal



years 2003 and 2004. SMART Corridor infrastructure expands the AZTech™ Intelligent Transportation System through the installation of vehicle detection devices, closed circuit cameras for better traffic management and variable message signs for motorist traffic information.

During 2005 – in concert with the cities of Surprise and Peoria – MCDOT also completed the design of similar technology for a 6.5-mile portion of Bell Road in the northwest part of the Valley.



MCDOT Traffic Management Center

2005 Accomplishments (continued)

Public Involvement and Customer Service

The Maricopa County Department of Transportation strongly believes in public participation in all phases of planning and design. MCDOT listens and responds to the people who use the transportation systems in Maricopa County. Significant planning decisions are made only after receiving and studying the input of those who will be using, living, and working near the roadways.

Dozens of public meetings and events are held under the MCDOT "Right Roads" program each year, providing information and alternative plans to interested parties who share their insights and needs. (A "Right Road" is the right system provided at the right time for the right cost.) In addition to project-specific meetings, MCDOT also makes presentations to school groups, participates in regional public events and works with many community groups. We also study all aspects of new projects, such as their environmental impacts and how the project might be affected by future population growth.

Public input along the way is key to what we do and how we do it. But it doesn't stop there – with many of our projects we communicate from start to finish with our stakeholders through flyers, project newsletters, brochures, and our website (www.rightroads.org). We want your road to be a Right Road.

We also believe that everyone who contacts us—whether to get information or permits for work projects—should be treated promptly, courteously, and fairly.

Customer Services Mission:

The Customer Services Branch supports the Maricopa County Public Works agency mission by providing a level of service that incorporates the principles of quality.

We are responsible and trustworthy.

We remember that productivity and effort is important in serving all of our customers.

We continue to develop our talents and remain adaptable in our quest to exceed customer expectations.

We respond to each customer's request in an organized and proactive manner, thereby demonstrating a level of commitment and dependability that our customers can count on.



2005 Accomplishments (continued)

Partnerships

Intergovernmental agreements (IGAs) and other partnerships are an important part of MCDOT's strategy for implementing the Transportation System Plan. MCDOT seeks to develop partnerships with cities and towns, state and federal agencies, and private land developers on roadway and other projects where there is a common interest or shared jurisdiction.

The Arizona Department of Transportation (ADOT) is an important funding partner on projects involving the State Highway System. Also, each year several of MCDOT projects receive Federal Highway Administration (FHWA) funding. Partnerships with private developers are emerging as an important element of MCDOT's strategy to meet new demands for transportation infrastructure. Whether they are with public or private parties, project partnerships are the best and most efficient service to the citizens of Maricopa County. Agreements may involve project funding, collaborative design, future operation and maintenance or annexations.



Partnerships improve and promote projects by:

- Building ownerships in the project during the project development process,
- Clarifying the need, nature, scope and timing for the project,
- Ensuring all affected parties have input on project development,
- Ensuring the interests of all affected properties are reasonably and appropriately considered,
- Sharing and exchanging resources and property, leveraging financial resources,
- Clarifying jurisdiction,
- Clarifying responsibilities during and after project construction

On average, MCDOT completes 40-45 IGAs and other project agreements each year. A significant portion of the TIP is funded through cost-sharing with partners. MCDOT's current goal is to fund a minimum of 25% of its TIP funds through partnerships.

For fiscal year 2006, TIP capital costs are estimated at \$110.6 million, including \$29.3 million from partners, a 26.5% partnership rate. More than seventy percent of MCDOT's TIP projects currently programmed for construction in fiscal year 2006 involve partnerships. Agreements for half of these projects are already in place and the remainder are under development. Investment priorities established in the County's Transportation System Plan and MCDOT's cost-share policy provide guidance for the development of funding partnerships.

2005 Accomplishments (continued)

Partnerships

MCDOT is also committed to providing leadership for a regional transportation system. This commitment includes:

- Support of the Maricopa Association of Governments (MAG) Regional Transportation Plan and its constituent projects;
- Planning, developing, constructing, and operating a seamless, regional system of county highways that serve as a regional travel network for all county residents, regardless of jurisdictional boundaries;
- Closer cooperation with local jurisdictions including the development of partnerships to deliver transportation projects that serve regional travel regardless of jurisdictional boundaries.

MCDOT is committed to working in partnerships with local jurisdictions to ensure that the County's regional transportation goals are fully realized. Partnering occurs in planning, designing, constructing, and operating transportation projects that serve significant regional transportation needs, regardless of whether the project lies within incorporated or unincorporated Maricopa County.

For projects within incorporated areas, higher priority will be given to projects that serve a demonstrated, significant regional transportation need and to projects contained in the MAG Regional Transportation Plan.

The County may also participate financially in significant regional



transportation projects that lie entirely within an incorporated area provided:

- The County's expenditures are allowable under statutes governing Highway User Revenue Funds.
- The project is on a roadway established as a County Highway, or that forms a necessary or convenient connection to state routes.
- The project serves a significant regional transportation need as demonstrated by objective project scoring and evaluation techniques.
- The County's financial contribution is compatible with budgetary obligations.
- The County's cost-share is proportional to the regional benefit enjoyed by the citizens of Maricopa County (but shall not exceed 50% of the total project cost).
- The County's financial participation is documented in an intergovernmental agreement.

2005 Accomplishments (continued)

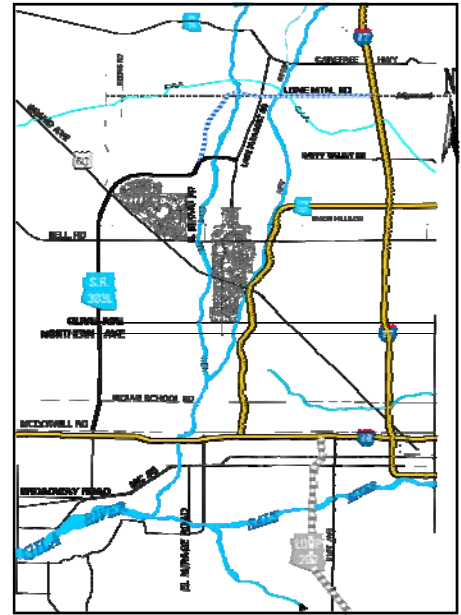
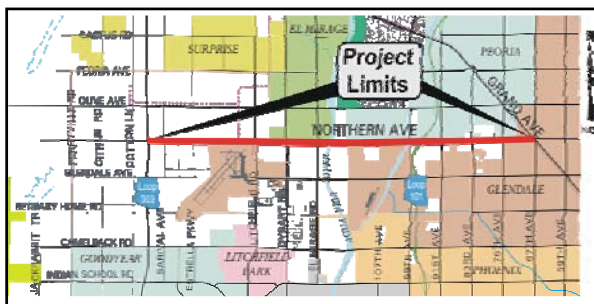
Partnerships

The Regional Transportation Plan

In November 2004 Maricopa County voters approved a twenty-year extension of the ½ cent regional transportation excise tax and the Regional Transportation Plan (RTP), developed by MAG. Under the RTP, a total of \$1.5 billion from regional revenue sources is allocated to the arterial roadway network. Simply on the basis of jurisdiction, MCDOT may have a role in more than 40 of the 63 arterial street projects identified in the twenty-year plan. Each project will involve a multi-jurisdictional project agreement including a separate project agreement with MAG.

Northern Avenue Parkway

One of the most significant arterial projects in the RTP is the Northern Avenue Parkway - a 12.5-mile long, controlled access roadway with grade separations at major intersections. This extends from Grand Avenue to Loop 303. It passes through the Cities of Glendale, Peoria, El Mirage and unincorporated portions of Maricopa County. This corridor also affects ADOT and Luke Air Force Base. MCDOT and the other participating jurisdictions are currently working together to develop a partnership for implementing this project.



Loop 303

Partnerships with ADOT, several municipalities and private developers have played a key role in the preservation of the Loop 303 corridor and the construction of the interim roadway. Originally part of the Regional Freeway System Plan, Loop 303 was deleted from the freeway program in 1995, when the State Transportation board declared its intent to abandon the route entirely. MCDOT recognized the importance of this route as a future regional transportation corridor that needed to be preserved and in 2000, ADOT and MCDOT finalized an agreement. Under this agreement ADOT retained Loop 303 as a State Route while MCDOT constructed and operated an interim roadway that could be expanded, as needed, or eventually upgraded to a freeway. With voter approval of the ½ cent regional transportation excise tax and MAG's Regional Transportation Plan, Loop 303 was placed back on the freeway system plan and will be transferred back to ADOT in 2006.

2005 Accomplishments (continued)

Partnerships

While under MCDOT's stewardship:

- The existing Loop 303 right-of-way was prevented from reverting back to the landowners and new right-of-way was acquired from Grand Avenue to Lake Pleasant Road.
- A new four-lane divided roadway was constructed from Clearview Boulevard to Grand Avenue, and from Grand Avenue to Lake Pleasant Road.
- Several bridges were constructed in the Loop 303 corridor including Patriots Bridge over Grand Avenue and a new crossing of the Agua Fria River.
- Loop 303 was widened and realigned from McDowell Road to Indian School Road.
- Traffic signals were installed at several key intersections.
- Planning studies were conducted to identify corridors for extending the 303 to the north and south.

Under MCDOT's management, partnerships with ADOT, Goodyear, Peoria, Surprise, and the Flood Control District of Maricopa County were secured and are essential to various aspects of design, maintenance, construction, and operation of the interim roadway.

Under key agreements with Victory Land Investments and Shea/Sunbelt Holdings, private sector partners made substantial contributions that provided for an accelerated construction schedule and expanded the Loop 303 project to address needs arising from new housing development in the area.



Ellsworth Road

MCDOT, the Flood Control District of Maricopa County and the City of Mesa concluded a series of agreements in 2000 that will serve as the foundation for a combined \$28.8 million project for roadway and drainage improvements on Ellsworth Road between Germann Road and Elliot Road. Participation by all three partners was essential to both the roadway and drainage components of the project. Construction is currently underway.

Gilbert Road from McDowell Road to SR 87

MCDOT has worked closely for several years with ADOT, the City of Mesa, the Salt River Pima Maricopa Indian Community, the Maricopa Association of Governments, the Salt River Project, and the Federal Highway Administration to forge a partnership for the improvement of Gilbert Road from McDowell Road to SR 87. The project partners have persevered to overcome a series of funding and construction issues that were highly unlikely to be resolved by separate, independent efforts. The project involves a combination of federal, state and local funding sources. Construction is scheduled to begin in the summer of 2005.

TIP Programming

How Projects are Evaluated and Selected for the TIP

Determining which projects to recommend for the Transportation Improvement Program begins with MCDOT's annual review of the county's transportation needs and roadway conditions. This is done through several methods. One of the most important tools used by MCDOT is the annual Transportation Management Systems Report. This report is divided into four sections that identify:

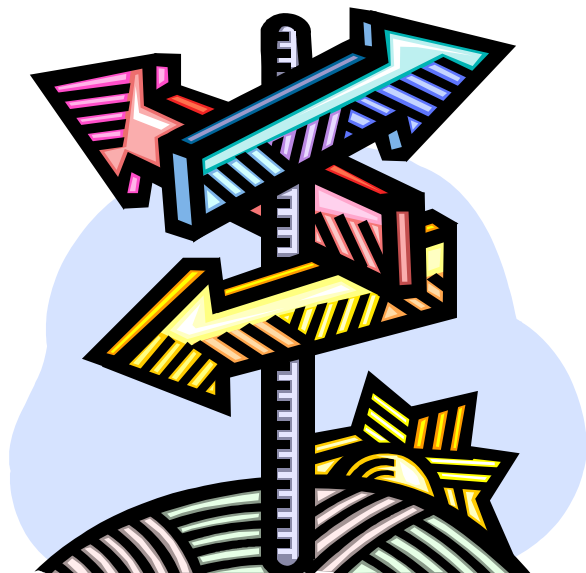
- Current and projected future traffic congestion on County roads.
- The type, history, location and severity of all traffic accidents occurring on County roadways.
- The historic and current physical condition of all MCDOT's roadways.
- The historic and current physical conditions on all MCDOT bridges and culverts.

In addition to the internal MCDOT transportation system analysis, annual meetings are held with many cities and towns to discuss mutual transportation needs and potential joint projects. Projects identified through these meetings and processes are reviewed and evaluated along with project requests from other non-governmental agencies and the general public. Projects already included in the MCDOT TIP from previous years are given priority to continue through the process to their eventual construction, assuming that no unusual circumstances arise.

These TIP changes usually result from decreased funding availability, environmental concerns, difficulty in

securing a financial partner, or other unforeseen problems. MCDOT staff annually reviews each internal and externally requested project. All projects are evaluated using the MCDOT objective rating system recommended by the Transportation Advisory Board (TAB).

The county also considers projects requested by cities and towns that have already completed Candidate Assessment Reports (CARs), Design Concept Reports (DCRs) or fully designed projects. A CAR is a planning level study that identifies the best possible alternatives to an identified transportation problem. It provides a scope, schedule and budget for solving the identified problem. A DCR is a preliminary engineering study that provides considerably more detail than a CAR, regarding the best technical project alternatives, proposed costs and a workable schedule. These completed studies are also ranked and considered for the TIP. Staff then matches available County funding with all ranked and recommended projects.



TIP Programming (continued)

Internal Project Review

The appropriate MCDOT staff reviews the ranked project requests, CARs, DCRs design, and construction projects and then recommends qualified projects to the MCDOT Management Team. This group is composed of the heads of various MCDOT divisions: Engineering, Planning, Right-of-Way, Project Management and Construction, Operations and Professional Services, as well as other key individuals.

The MCDOT Management Team usually recommends the highest ranked projects that are also ready to proceed to the Transportation Advisory Board for their study or a recommendation to the BOS for funding in the TIP. The TAB typically holds a working session to discuss the submitted projects as well as several subsequent public meetings to finalize a list of recommended projects to the Board of Supervisors.

Determining Priorities

The County uses a weighted objective scoring system for comparing project requests, CARs, DCRs, design projects and construction projects. The project ranking system complies with the mission, vision and objectives of the County. The scoring system was designed to follow the recommendations of the adopted Comprehensive Plan and Transportation System Plan. In addition, staff may consider public comments, planning goals, unique opportunities and other non-numeric factors.

Commitment to Programmed Projects

The TIP is based on a commitment to deliver the right transportation project at the right time, and at the right cost. Subject to BOS approval, new projects are added to the TIP annually, usually in the fifth year of the program. Projects already in the program are reviewed each year to see if they are qualified to progress to the next TIP phase, i.e. from DCR to design and from design to construction. MCDOT is committed to expediting projects through the entire process. A project may be accelerated, delayed, or occasionally deleted from the TIP as dictated by MCDOT's analysis, objectives, and/or budget constraints.



TIP Programming (continued)

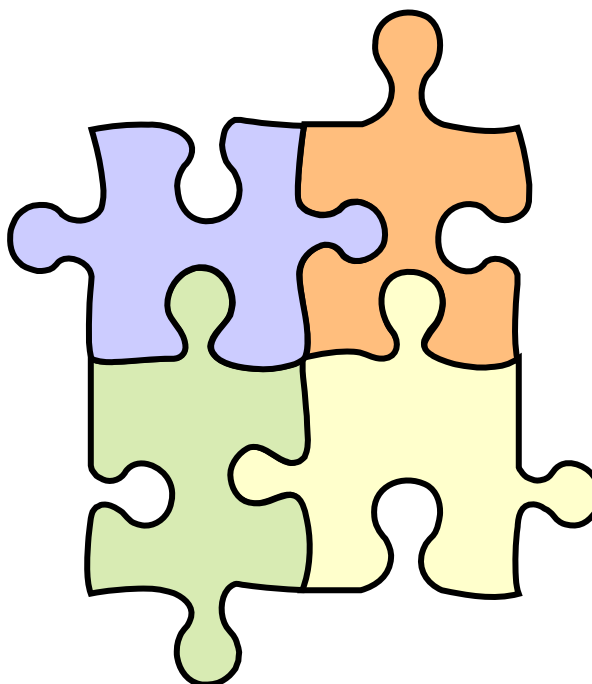
TIP Selection Process

New TIP projects are evaluated using the criteria listed in the box below. Throughout the year, MCDOT ranks initial project requests for consideration to conduct CARs. MCDOT staff then annually reviews all completed CARs, DCRs, or designed projects to determine if they should proceed to the next phase. After several years if the project doesn't progress it may need to be updated and resubmitted by the applicant.

Specific criteria used in scoring and ranking TIP projects:

- 25 points: Safety, accident rate, accident severity cost, roadway configuration and pavement condition.
- 20 points: Current and future traffic congestion.
- 20 points: Benefit/cost ratio (must be above 1.0 to receive points).
- 20 points: Joint sponsorship includes the financial commitment to the project by another local government agency, who programs and budgets the project in their TIP.
- 15 points: Compliance with the County's Comprehensive Plan and Transportation System Plan, percent of regional travel on the roadway and environmental factors.
- 5 points: Bonus points for including intelligent transportation system, pedestrian, bikeway, transit and environmental elements.

Figure 2. MCDOT TIP Scoring System



Projects may be accelerated as favorable conditions arise, such as additional or new funding received, increased revenue, grants or partnerships, significantly altered transportation needs, emergencies, cooperation with other jurisdictions, changing land use patterns and the recreational needs of parks and relocated facilities.

Factors that might cause a project to be rescheduled or deleted from the TIP include significantly altered transportation needs, project costs exceeding the benefits to the traveling public, emergencies or other developments which may alter traffic patterns, right-of-way considerations, issues surrounding agreements between principal jurisdictions, environmental or archaeological factors that influence the final design.

Funding the TIP

Maricopa County funds its TIP through several resources. The primary source is the Highway User Revenue Fund (HURF), which accounts for approximately 97% of MCDOT's available budget each year. HURF is comprised of Arizona's vehicle license taxes, vehicle registration fees, and 18-cents-per-gallon tax on gasoline, which are distributed to all jurisdictions based on a formula established by the Arizona State Legislator.

In addition, the County may receive funds from federal agencies, such as the Federal Highway Administration (FHWA) and the Federal Emergency Management Administration (FEMA). These typically account for less than 3% of the annual MCDOT TIP budget. Other funding sources arise through partnerships with local jurisdictions, state agencies, and/or private corporations. Partnerships contribute about 25% to the MCDOT TIP budget every year.

MCDOT must spend its funds only on transportation-related items. This includes planning, design, right-of-way acquisition, construction and administration, and the operation and maintenance of County roads. In the case of HURF funds, MCDOT must expend these monies only for highway purposes. Approximately 62% of MCDOT's TIP budget is spent each fiscal year on new construction or significant reconstruction of roadways, bridges and other transportation facilities. The County uses the remainder for cooperation, maintenance and administration of the roadway system.

Federal Funds

Maricopa County frequently receives Federal Highway Administration (FHWA) funds for the improvement of eligible County roadways and bridges. These funds usually make up less than 3% of the total funds received and are primarily used to extend local funds. The County accomplishes this by taking advantage of the small local match (usually between 5.7% and 20%) required for federally funded projects.

The Maricopa Association of Governments (MAG) and the Arizona Department of Transportation (ADOT) administer the FHWA funds. FEMA funds may become available whenever roadways are damaged because of flooding or other natural disasters.

Local Funds

Almost half of the projects planned for construction in FY 2006-2010 are jointly funded through intergovernmental agreements with cities and towns. Our partners typically annex a roadway after improvement are made thus eliminating the road from the County Highway System.



Funding the TIP (continued)

MCDOT Projected Five Year Revenues & Expenditures Fiscal Years 2006-2010

TIP Revenues	2006	2007	2008	2009	2010	Totals
HURF, VLT, fees, & other sources	\$ 101.2	\$ 110.6	\$ 116.0	\$ 121.7	\$ 128.0	\$ 577.5
TIP Partner Revenue	\$ 29.3	\$ 14.1	\$ 1.0	\$ 0.9	\$ 2.0	\$ 47.3
Carryover from prior fiscal years	\$ 55.4	\$ 25.4	\$ 27.1	\$ 35.1	\$ 14.2	\$ 157.2
Total Funds Available	\$ 185.9	\$ 150.1	\$ 144.1	\$ 157.7	\$ 144.2	\$ 782.0
TIP Expenditures						
Construction Phase	\$ 90.8	\$ 58.3	\$ 33.6	\$ 40.3	\$ 8.4	\$ 231.4
Development Phase	\$ 7.7	\$ 6.3	\$ 7.0	\$ 6.9	\$ 6.9	\$ 34.8
System Support	\$ 6.7	\$ 5.5	\$ 5.5	\$ 5.5	\$ 5.5	\$ 28.7
Project Reserve	\$ 5.5	\$ 2.4	\$ 12.0	\$ 39.5	\$ 49.5	\$ 108.9
Total TIP Costs	\$ 110.7	\$ 72.5	\$ 58.1	\$ 92.2	\$ 70.3	\$ 403.8
Operating Costs	\$ 49.9	\$ 50.4	\$ 50.9	\$ 51.4	\$ 52.9	\$ 255.5
Total Expenditures	\$ 160.6	\$ 122.9	\$ 109.0	\$ 143.6	\$ 123.2	\$ 659.3
Balance	\$ 25.3	\$ 27.2	\$ 35.1	\$ 14.1	\$ 21.0	\$ 122.7

Table 1. MCDOT Revenues and Expenditures (in millions)

MCDOT Financial Highlights Fiscal Year 2005

Category	Budgeted	Actual*
Revenues		
HURF, VLT, fees, & other sources	\$ 98.9	\$ 102.5
TIP Partner Revenue	\$ 21.2	\$ 8.8
Total Revenues	\$ 120.1	\$ 111.3
Expenditures		
Salaries & Benefits	\$ 21.5	\$ 20.0
Materials, Supplies & Services	\$ 27.7	\$ 27.5
Equipment & Machinery	\$ 4.0	\$ 3.6
Total Operating Costs	\$ 53.2	\$ 51.1
Transportation Improvement Program	\$ 77.5	\$ 49.2
Total Capital Costs	\$ 77.5	\$ 49.2
Grants	\$ 1.2	\$ 0.4
Department Totals	\$ 131.9	\$ 100.7
Net Surplus/(Deficit)	\$ (11.8)	\$ 10.6

Table 2. MCDOT Financial Highlights (in millions)

*These funds are carried forward to 2005
and are included in the carryover from prior
fiscal years.

Guiding the TIP

Transportation System Plan (TSP)

To ensure the best investment of future County funds, MCDOT has developed an integrated series of plans and studies that include the Transportation System Plan, Regional Trail System Plan, Bicycle Transportation Plan, annual State of the System Report and numerous corridor studies. These tools provide various levels of detailed guidance when developing individual transportation projects for inclusion in the TIP.

The Board of Supervisors adopted the Transportation System Plan (TSP) in December of 1997. The TSP is the transportation element of Maricopa County's Comprehensive Plan 2020, "Eye to the Future." The TSP makes recommendations concerning how the transportation network should support safe and efficient movement of goods and

people, be environmentally compatible with surrounding conditions, and support economic development activities.

The TSP organizes all county roadways into three networks: Primary, Secondary and Local. Primary roads under County jurisdiction generally fall on the arterial grid and receive the highest priority for funding, maintenance and other activities. Secondary roads are typically arterial and collector roadways under County jurisdiction which are not included on the Primary network. Secondary roads have a lower priority and MCDOT's participation is more limited.

Local roads are the remaining roadways that provide access to residences and feed into the secondary system. MCDOT may maintain or provide assistance for planning and design on these roads, but generally will not participate in any significant improvements. To guide the selection and prioritization of projects

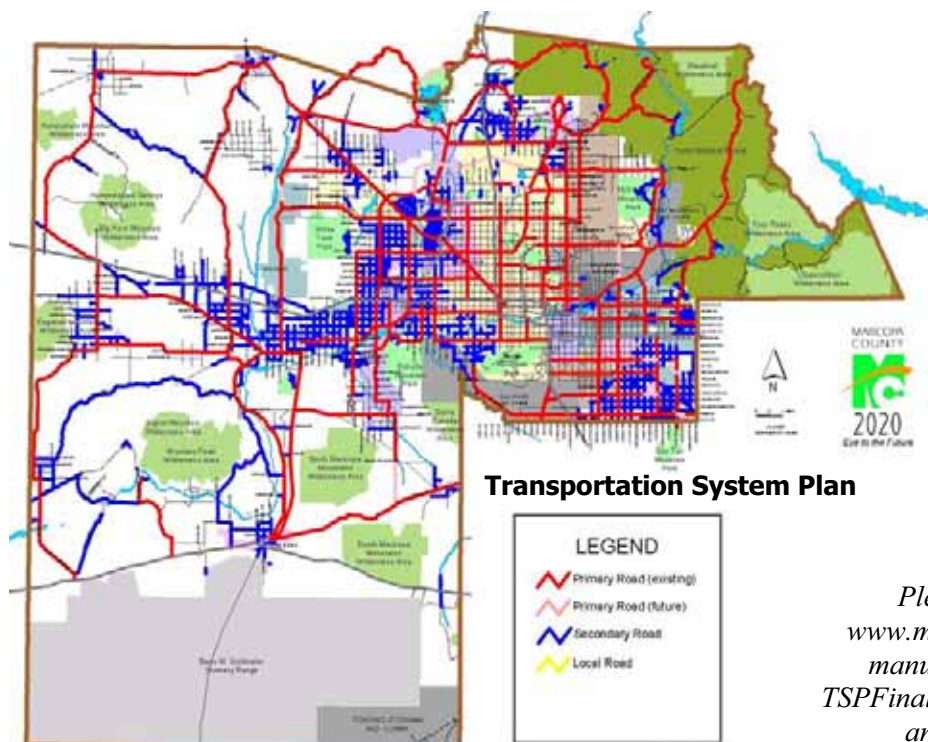


Figure 3. Transportation System Plan

Please visit http://www.mcdot.maricopa.gov/manuals/eng_manuals/TSPFinal.pdf, (page 31) to see an enlarged map

Guiding the TIP (continued)

considered for the Transportation Improvement Program (TIP), the TSP uses an investment matrix that is applied to each candidate project evaluated for the TIP. The matrix provides direction on investing County funds for roadway projects.

Transportation System Plan Update

During the period 1996-2000, four Small Area Transportation Studies were completed as part of the comprehensive planning process. Each study covered a different region of the County—northwest, northeast, southwest and southeast. These studies identified short, medium and long-range transportation needs. They also recommended transit, bicycle and other alternative mode needs. More recently, the Maricopa Association of Governments (MAG) developed three small area plans prior to the approval for the Regional Transportation Plan in 2003.

MCDOT began the process of updating its Transportation System Plan in January 2005. This planning effort will be complete in July 2006. The recommendations from this plan will address transportation needs originally identified in the four small area studies. The updated TSP will include an asset management component to help make life cycle analysis an integral part of the decision making process at MCDOT.

Transportation Management Systems

Each year MCDOT monitors and measures the performance of the County's roadway and bridge systems. The four areas monitored include congestion, safety,



pavement conditions and bridge conditions. The results of these monitoring systems help MCDOT to plan and program future improvement projects.

Congestion Management System (CMS)

MCDOT developed the CMS to provide data on the location of present and future traffic congestion. The CMS documents how well the county's transportation system is performing with respect to currently congested roads and possible future congested routes. The data from the CMS is used to recommend which roadways to improve and intersections to upgrade in order to better handle traffic.

Safety Management System (SMS)

The SMS identifies where potential highway safety problems are or may occur. Suggested improvements are considered and implemented where suitable and feasible. Traffic engineering staff evaluates traffic accident information including the type, location, cost and rates of crashes for all county roadway

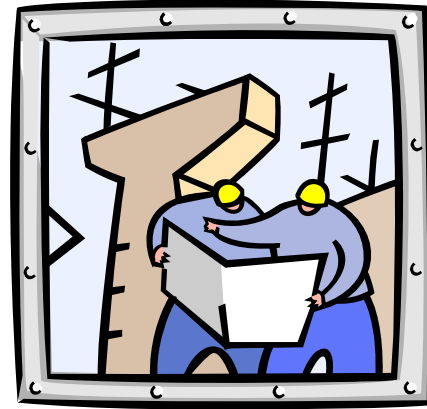
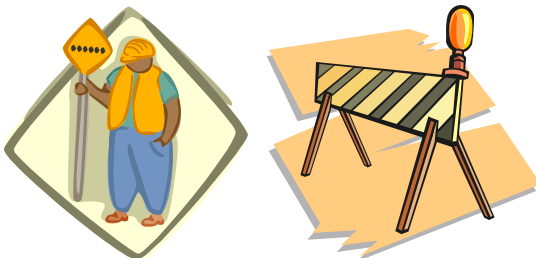
Guiding the TIP (continued)

segments and intersections. The County uses this data for developing effective highway safety strategies and selecting future TIP projects.

Roadway Management System (RMS)

The county RMS is designed to provide the data necessary to make informed decisions concerning which roadways should receive maintenance, reconstruction, or capacity enhancements. The RMS consists of data collection, inventory of existing pavement conditions and overall roadway features, including the number of lanes, pavement widths and surface types. The RMS also includes a condition survey that measures ride quality, surface distress, rutting and surface friction. This data is used to analyze and summarize pavement conditions and evaluate the overall functioning efficiency of the roadway.

The RMS is used to select and recommend cost-effective pavement construction, rehabilitation and maintenance strategies. The MCDOT Construction and Operations Division uses the data for planning its annual pavement maintenance program. The MCDOT Planning Division also uses the RMS to evaluate current and future projects for the TIP.



Bridge Management System (BMS)

The Bridge Management System evaluates bridges and structures within the MCDOT inventory using the Federal Bridge Rating System and the professional judgment of the MCDOT Bridge Engineer. Using the BMS, MCDOT can identify potential new bridge projects, projects to upgrade existing bridges and structures, predict costs and perform short and long-term budgeting. The County can also recommend bridge rehabilitation and replacement project consistent with MCDOT's policy and budget limits.

Bicycle Transportation System Plan

The Bicycle Transportation System Plan serves as an implementation element of the Transportation System Plan of the Comprehensive Plan. It is intended to clearly define County bicycle policy and provide recommendations for the future. The Bicycle Plan identifies a countywide bike network of roads that should have bike facilities added to them in the future. This network is fully integrated with the facilities that are included in the local city and town bike plans. Please see the County Bike Program website at http://www.mcdot.maricopa.gov/manuals/eng_manuals/TSPFinal.pdf (page 48) for more information.

Guiding the TIP (continued)

Corridor Studies

A corridor study is typically conducted on County Primary System roadways or other significant corridors that are anticipated to have future issues with respect to congestion, access control, road alignment, development and safety. Corridors typically range from six to twenty miles long. Each study evaluates several alternatives to solve the identified issues. An extensive public involvement program is included as part of each corridor study. Completed corridor studies

establish the ultimate footprint for the roadway and recommend construction phasing for the roadway. Each Corridor Study is updated when needed in order to keep it current with its adjacent land development and future traffic volumes. Corridor studies will be completed for all the Primary System roads in unincorporated Maricopa County along with other important regional corridors. The schedule for completion will vary depending on several factors and there may be more than one study for a single route.

1. 99th Avenue from I-10 to Glendale Avenue
2. Carefree Highway from Lake Pleasant Road to Cave Creek Road
3. Ellsworth Road from Hunt Highway (County line) to Warner Road
4. Loop 303 from MC 85 north and east to Lake Pleasant Road
5. Avondale Boulevard from Gila River to MC 85
6. MC 85 from SR 85 to 75th Avenue
7. Dysart Road from Northern Avenue to Greenway Road
8. Riggs Road from I-10 east to Meridian Road
9. I-17 Parallel Access
10. Jackrabbit Trail/Tuthill Road from Germann Road to Indian School Road
11. Lake Pleasant Road from Williams Road to Carefree Highway
12. Power Road from Riggs Road to Guadalupe Road
13. Gilbert Road from Hunt Highway to Williams field Road
14. Queen Creek Road from Gilbert Road to Power Road
15. Loop 303 Location Study
16. Olive Avenue from White Tanks Park Entrance to Dysart Road
17. McDowell Road from Sun Valley Parkway to Jackrabbit Trail
18. Loop 303 Southern Extension Location Study, from Riggs Road to MC 85
19. Meridian Road from Hunt Highway to US 60
20. Ocotillo Road from Alma School Road to Power Road

Figure 4. Completed Corridor Studies

1. Patton Road from 307th Ave to Grand Ave
2. Carefree Highway from Interstate 17 to Scottsdale Road
3. MC 85 from 75th Avenue to Turner Road
4. Sun Valley Parkway
5. El Mirage Road from Northern Avenue to Bell Road
6. 163rd Avenue from Grand Ave. to SR-74
7. Jomax Road from 195th Ave. to Loop 303
8. 51st Avenue from GRIC north boundary to roughly six miles to the south

Figure 5. Corridor and related studies that are ongoing or will begin in fiscal year 2005

Implementing the TIP

Projects included in the Transportation Improvement Program have been reviewed by MCDOT management staff, recommended by the Transportation Advisory Board (TAB) and approved by the Board of Supervisors (BOS). When each project is included in the MCDOT TIP, it is transferred to the Project Management and Construction Division where a team headed by an experienced project manager takes over. Team composition varies with the project's scope and complexity. The project manager is responsible for the project from its initial phase through final construction.

The Development Phase of a project typically includes a preliminary design in the form of a Design Concept Report (DCR) and then a final design. Partnering agreements are normally finalized during the DCR stage of the project. The DCR, final design, and all intergovernmental agreements must be completed before a project can be recommended to the TAB and Board of Supervisors for construction. Affected utility companies, adjoining municipalities and all project partners are provided copies of the preliminary plans for review and comment.

When the DCR is completed, it is evaluated and ranked against all other DCRs for consideration to continue on to design. The objective ranking system is used as a guide in recommending the best projects to the TAB and BOS. A public involvement plan ensures that input from County residents is obtained and considered as part of the DCR engineering process.

Usually, a project is designed only after a

DCR is completed. Occasionally a project will be designed but not immediately scheduled for construction. This creates a project that can later be scheduled for construction to take advantage of increased revenues or schedule slippage by other projects. However, in most cases, a project will be considered for construction as its design plans near completion.

When the final design is complete, the Construction Phase of the project begins. The Construction Phase involves right-of-way acquisition, archaeology, utility relocation and actual construction. The Public Works Land and Right-of-Way Division acquires the needed land from neighboring property owners. Obtaining right-of-way is a vital step in the construction process. MCDOT can only build on property owned by the County or that the County has legal access to through easements.

The Public Works Land and Right-of-Way Division handles all appraisals, real property title services, relocations and negotiations with property owners and courts. As the final project design is



Bush Highway

Implementing the TIP (continued)

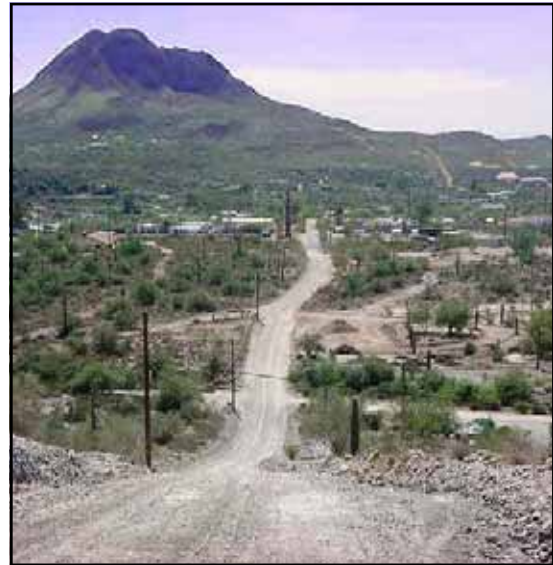
worked out, public involvement is sought again, usually at a local public meeting.

Once construction begins, the project manager shares the responsibility for the project with the MCDOT construction manager. Each team member is responsible for completing assigned tasks on schedule and within budget.

When the final plans and specifications are completed, construction bids are solicited from potential contractors. The typical procurement process requires MCDOT to use an open and competitive bidding process to award projects. In most circumstances, the County must accept the lowest, most responsible bidder.

MCDOT is also investigating alternative project delivery methods such as construction manager at risk or design build, that may allow a project to be constructed faster than using more conventional design/bid/build method.

Maricopa County personnel provide construction quality control inspections of all materials and processes to ensure the project is constructed to the contract specifications. Upon completion of the project, a one-year warranty period begins to ensure the completed project was built as intended and will withstand the Arizona environment.



Coyote Pass



Tempe Canal Bridge



Power Road & Rittenhouse Road

Environmental Planning

Environmental review and documentation is an integral part of the transportation planning process and focuses on the avoidance, minimization, and mitigation of adverse effects on the natural and human environment.

All MCDOT planning projects and Transportation Improvement Program projects are evaluated for social, economic, and environmental impacts that may result from the construction and operation of a potential capital improvement project. MCDOT projects occurring on or adjacent to federally owned land, or constructed using federal funds or grant monies follow the formal National Environmental Policy Act (NEPA) process in accordance with the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) guidelines. Environmental clearances are conducted concurrently with Design Concept Reports (DCRs).

Transportation corridor studies and candidate assessment reports (CARs) include environmental overviews to identify environmental issues and concerns prior to projects being placed in the TIP.



Early in the DCR and design processes, programmed projects are analyzed for environmental effects in accordance with local, state and federal regulations. If environmental impacts are identified, they are properly evaluated and when required, mitigated either prior to or during the construction phase of the project.



Cultural Resources and Historic Preservation

Prior to project construction, MCDOT conducts historic preservation activities for each TIP project. Depending upon the nature and location of the proposed project, our professional evaluations may include the following types of activities:

- Archival research
- Archaeological survey and site documentation
- Traditional cultural property evaluations
- Historic building surveys
- Historic engineering records reviews
- Site avoidance planning
- Archaeological test excavations to determine site significance
- Site mitigation excavations
- Repatriation of human remains and sacred objects
- Anthropological and ethnographic studies



Consultation with the Native American tribes and outreach with the public are important activities of the historic preservation planning process. Our standards for the confidentiality of records and consultation activities meet and exceed the current standards of anthropological and archaeological practice, as defined by federal law (Section 106 of the National Historic Preservation Act) and state law (Arizona Antiquities Act and the State Historic Preservation Act).

MCDOT Trivia

1. How many miles of paved road are in the MCDOT system?
 - A. 4,235 miles
 - B. 105 miles
 - C. 2,071 miles
 - D. 950,000 miles
2. How many miles of dirt and dirt plated roads are in the Maricopa County roadway system?
 - A. 1,000 miles
 - B. 561 miles
 - C. 49 miles
 - D. 23,000 miles
3. How many major river bridges are in the Maricopa County road way system?
 - A. 26
 - B. 57
 - C. 238
 - D. 7
4. How many minor bridge structures are in the Maricopa County roadway system?
 - A. 51
 - B. 257
 - C. 525
 - D. 185
5. How many miles of roadway does Maricopa County re-stripe semi-annually?
 - A. 216 miles
 - B. 1,364 miles
 - C. 823 miles
 - D. 10,000 miles
6. How many signalized intersections does Maricopa County Maintain
 - A. 118
 - B. 248
 - C. 95
 - D. 125
7. How many total signs and/or object markers does Maricopa County post?
 - A. 23,500
 - B. 85,000
 - C. 5,280
 - D. 1,000,000

Answers: 1 (c) 2 (b) 3 (a) 4 (b) 5 (b) 6 (a) 7 (b) Maricopa County maintains 40,000 signs and 45,000 object markers

2005 Maintenance and Operations Highlights

The purpose of the MCDOT Roadway Maintenance Program is to provide safe, smooth and cost-effective roads to the traveling public. Key results of our successes are measured by the percentage of arterial road mileage with pavement condition rating of "good" or better. Currently 95.6% of MCDOT's arterials meet this rating.

MCDOT budgets its maintenance expenditures into five major categories:

- Surface treatments
- Routine maintenance
- General maintenance
- Major repairs
- Traffic operations

These categories account for almost \$27 million annually.

Surface Treatments

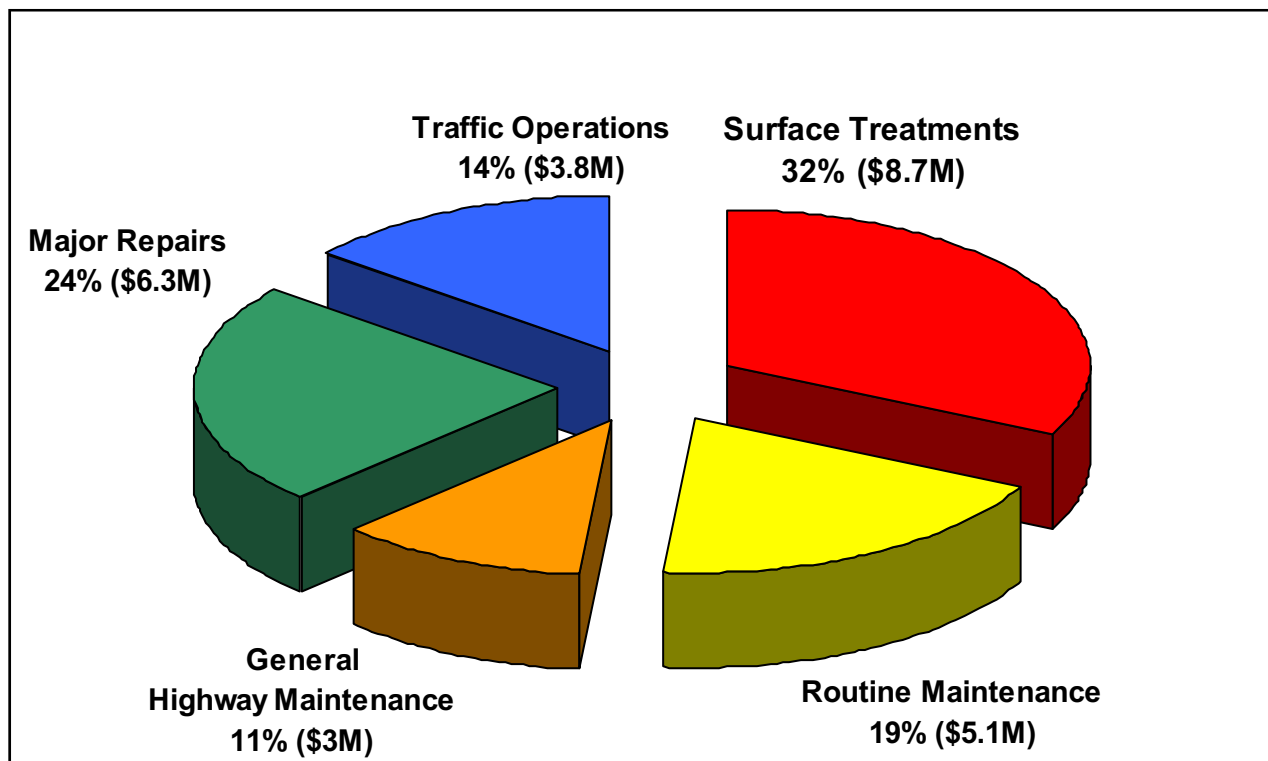
Surface treatments account for \$8.7 million of this year's budget. These treatments include chip sealing (355 lane miles), preservative sealing (100 lane miles) and asphalt rubber overlay (66 lane miles). Surface treatments extend the useful life of pavement and help avoid expensive roadway reconstruction.

Chip sealing is a sprayed application of asphalt binder immediately covered by a layer of one-sized aggregates. The chip seal provides a new wearing surface.

Preservative sealing involves applying a mixture of asphalt, sand, mineral filler and water onto the roadway.

Asphalt rubber overlay blends asphalt rubber cement and aggregate together. Both are laid and compacted at high

Figure 6. Maintenance and Operations Highlights



2005 Maintenance and Operations Highlights (continued)

temperatures. This preventative measure is required for deteriorated roads and improves the function condition of pavement.

Routine Maintenance

The purpose of the Roadway Maintenance activity is to provide upkeep of roadways primarily in the unincorporated areas of the County. Routine maintenance accounted for \$5.1 million of this year's budget. Routine maintenance includes :

- Grading dirt roads (576 miles approximately 7 times per year).
- Grading the shoulders of paved roadways (1075 miles 3 times per year).
- Sweeping the paved arterials (70 miles) every 3 weeks.
- Sweeping local roads (567 miles) every 8 weeks.
- Filling surface cracks and potholes.

General Highway Maintenance

General highway maintenance accounts for \$3 million dedicated to financing such activities as:

- Adopt-A-Highway program
- Mowing
- Trash and weed pickup
- Ditch and channel maintenance
- Storm debris removal
- Flooded roadway barricading and maintenance
- Median maintenance
- Graffiti cleanup
- Curb and gutter maintenance

Major Repairs

Major repairs were budgeted at \$6.3 million. Major repairs include:

- Roadways rehabilitation
- Re-grading and plating (resurfacing) a dirt road with an aggregate base
- Bridge repairs
- Guardrail retrofits
- Valley gutters construction

Traffic Operations

Traffic operations account for nearly \$3.8 million of the maintenance and operations budget. Traffic operations include:

- Re-striping the roads
- Maintaining and installing traffic signs and signals



Lake Forest Drive, Sun City

Projects Completed in FY 2005

- Alma School Road: Champagne Drive to Halley Drive
- Contract Overlay: FY 2004
- Lindsay Road: Williams Field Road to Ray Road
- MC 85: Estrella Parkway to Litchfield Road
- McQueen Road: Queen Creek Road to Pecos Road
- Meridian Road: Hunt Highway to US 60, Corridor Study
- Ocotillo Road: Alma School Road to Power Road, Corridor Study
- Old US 80: Hassayampa River Bridge, Scour Protection
- PM10 Roads: Phase 3, NE Area
- PM10 Roads: Circle Mountain Road: Skunk Creek to New River Road
- PM10 Roads: Saddle Mountain Road: New River Road to 720' west of 12th Street; 16th Street: Joy Ranch Road to La Salle Road
- Power Road: Rittenhouse Road to San Tan Freeway
- Sun City Asphalt Reconstruction: FY 2004

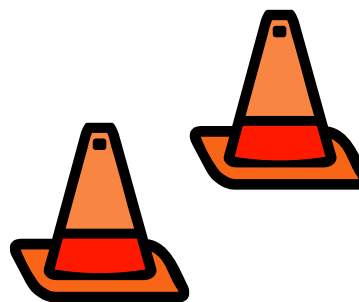


Last year MCDOT completed 13 projects with a construction value of \$12,357,109. The completed projects included five major roadway improvements: overlay in Sun City, widening Lindsay Road from Williams Field Road to Ray Road, reconstructing and widening MC 85 from Bullard Wash to Litchfield Road, reconstructing and widening McQueen Road from Queen Creek Road to Pecos Road, and asphalt reconstruction in Sun City.

One bridge project was completed on the Old US 80 Hassayampa River bridge. Scour protection (to the existing bridge) was provided to prevent damage during severe flooding. One safety project occurred on Alma School Road from Champagne Drive to Halley Drive. Traffic signals were installed at the intersection to improve safety, reduce congestion and improve traffic flow. Two dust mitigation projects paved 1.51 miles of dirt road to

help improve air quality.

Three studies were completed: Meridian Road from Hunt Highway to US 60, Ocotillo Road from Alma School Road to Power Road and Power Road from Rittenhouse Road to the San Tan Freeway. The studies researched alignment alternatives, investigated road widening and completed 30% engineering design, respectively.

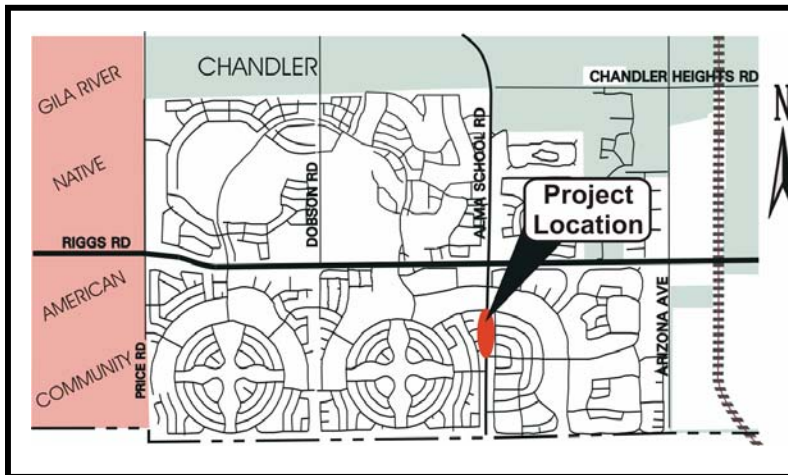


ALMA SCHOOL ROAD: Champagne Drive to Halley Drive

Job TT153

COMPLETED

This project installed traffic signals at the intersection to improve safety, reduce congestion and improve traffic flow.



PROJECT INFORMATION

DESIGN:
MCDOT

CONTRACTOR:
CONTRACTORS
WEST INC.

**CONSTRUCTION
MANAGER:**
MCDOT

CONTRACT PRICE:
\$113,256

**CONSTRUCTION
COMPLETION DATE:**
09/09/2004

LENGTH:
0.25 MILES

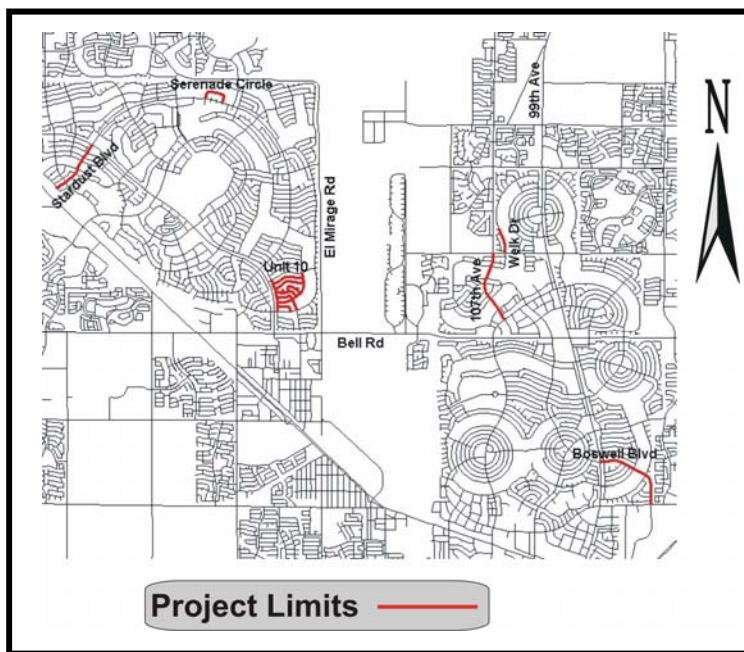


CONTRACT OVERLAY: FY 2004

Job TT151

COMPLETED

This project removed 2.5 to 3 inches of the existing asphalt concrete road surface by milling and replacing it with asphalt concrete pavement. The work also included traffic control, pavement delineation and other miscellaneous items of work.



PROJECT INFORMATION

DESIGN:
MCDOT

CONTRACTOR:
MEADOW VALLEY
CONTRACTORS, INC

CONST. MANAGER:
MCDOT

CONTRACT PRICE:
\$1,701,585

**CONSTRUCTION
COMPLETION DATE:**
06/02/2005

LENGTH:
10 MILES

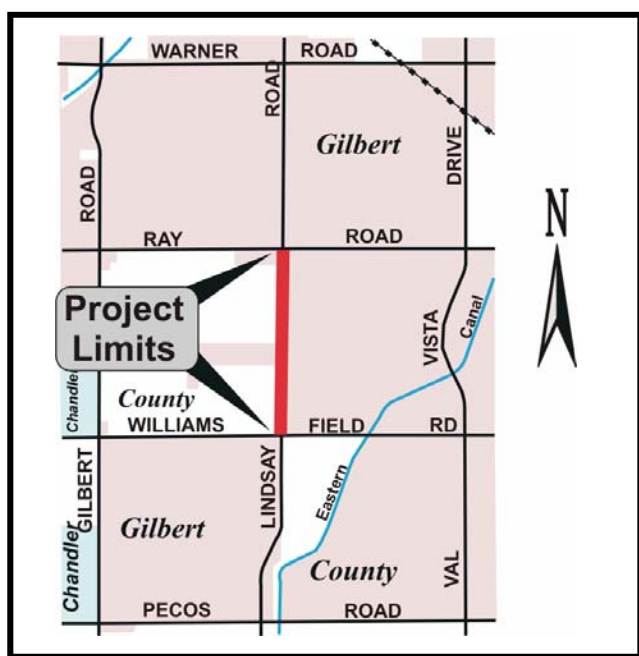


LINDSAY ROAD: Williams Field Road to Ray Road

COMPLETED

Job TT105

The Town of Gilbert constructed a five-lane section to ease congestion and improve traffic safety. The project involved expanding and overhauling the existing structure. The new typical section provides four travel lanes (two in each direction) with bike lanes, curb/gutter, sidewalk and a continuous center left-turn lane. MCDOT was a partner on the project through an IGA. The Town of Gilbert was the lead agency for design and construction.



PROJECT INFORMATION

DESIGN:
Hubbard Engineering

CONTRACTOR:
CS&W Contractors

**CONSTRUCTION
MANAGER:**
Oridian Construction
Services

CONTRACT PRICE:
\$1,626,000 (MCDOT
contribution)

**CONSTRUCTION
COMPLETION DATE:**
October 2004

LENGTH:
1.0 mile

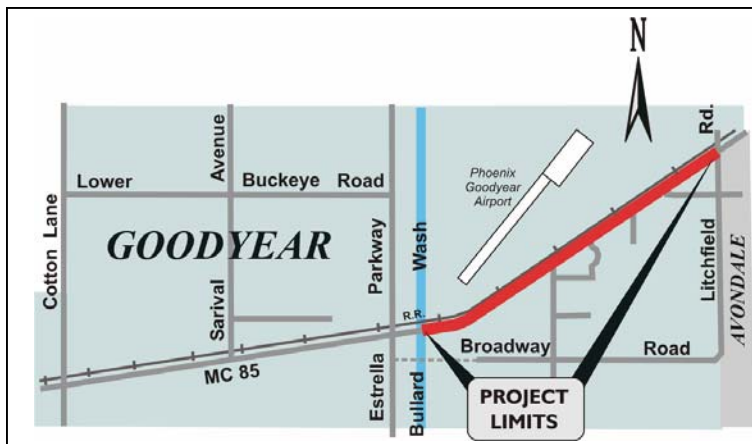


MC 85: Bullard Wash to Litchfield Road

Job TT082

COMPLETED

The existing two-lane road was reconstructed and widened to provide five travel lanes plus a continuous center left-turn lane.



PROJECT INFORMATION

DESIGN:
MCDOT

CONTRACTOR:
J. BANICKI

**CONSTRUCTION
MANAGER:**
MCDOT

CONTRACT PRICE:
\$2,225,954

**CONSTRUCTION
COMPLETION DATE:**
03/18/2005

LENGTH:
2.0 MILES

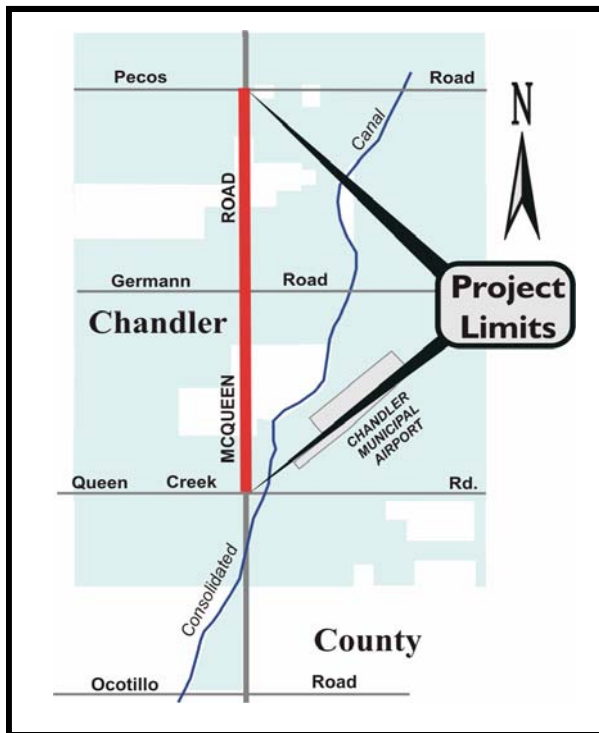


McQueen Road: Queen Creek Road to Pecos Road

Job TT076

COMPLETED

The existing two-lane roadway was reconstructed and widened to provide six travel lanes (three in each direction) with a combination raised and striped center median. The City of Chandler was the lead agency for the construction of this project.



PROJECT INFORMATION

DESIGN:
Carter-Burgess

CONTRACTOR:
FNF Construction

**CONSTRUCTION
MANAGER:**
City of Chandler/
Entellus

CONTRACT PRICE:
\$4,200,000 (MCDOT
contribution)

**CONSTRUCTION
COMPLETION DATE:**
October 2005

LENGTH:
2.0 miles

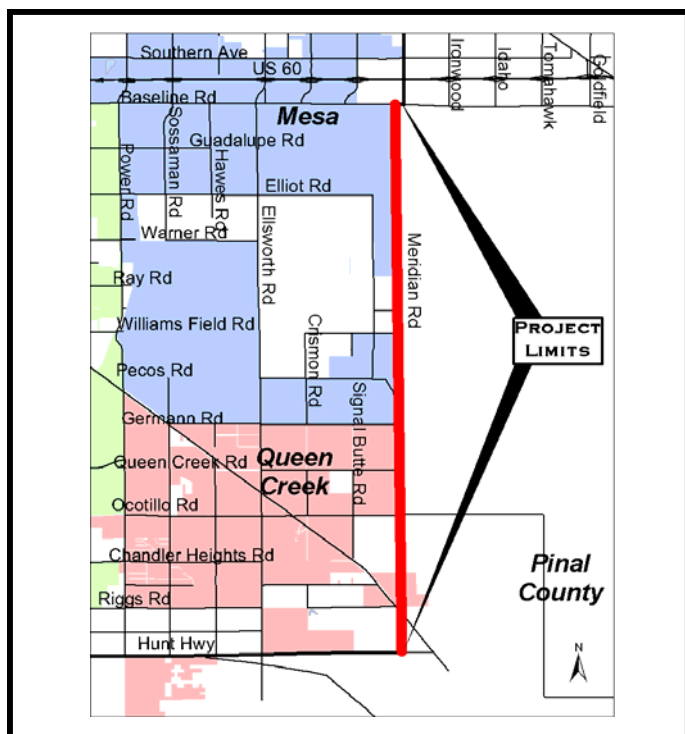


MERIDIAN ROAD: Hunt Highway to US 60 Corridor Study

Job TT140

COMPLETED

This corridor study investigated alignment alternatives for existing and future traffic demands, land uses, ROW needs and project budgeting for future construction of the road. Meridian Road serves as the boundary between Maricopa County and Pinal County.



PROJECT INFORMATION

CONSULTANT:
URS

CONTRACTOR:
N/A

CONSTRUCTION
MANAGER:
N/A

CONTRACT PRICE:
\$276,724

CONSTRUCTION
COMPLETION
DATE:
N/A

LENGTH:
12.0 miles

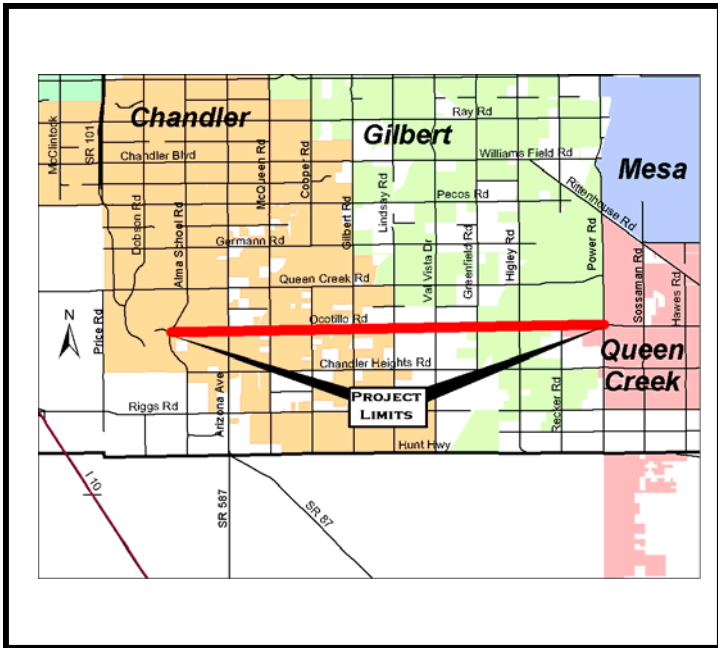


Ocotillo Road: Alma School Road to Power Road Corridor Study

COMPLETED

Job TT138

This study investigated the widening of the road so that right-of-way and roadway needs could be identified and planned, and future improvements could be identified for increasing the capacity and safety of the roadway.



PROJECT INFORMATION

CONSULTANT:
AZTEC
ENGINEERING

CONTRACTOR:
N/A

**CONSTRUCTION
MANAGER:**
N/A

CONTRACT PRICE:
\$234,691

**CONSTRUCTION
COMPLETION DATE:**
N/A

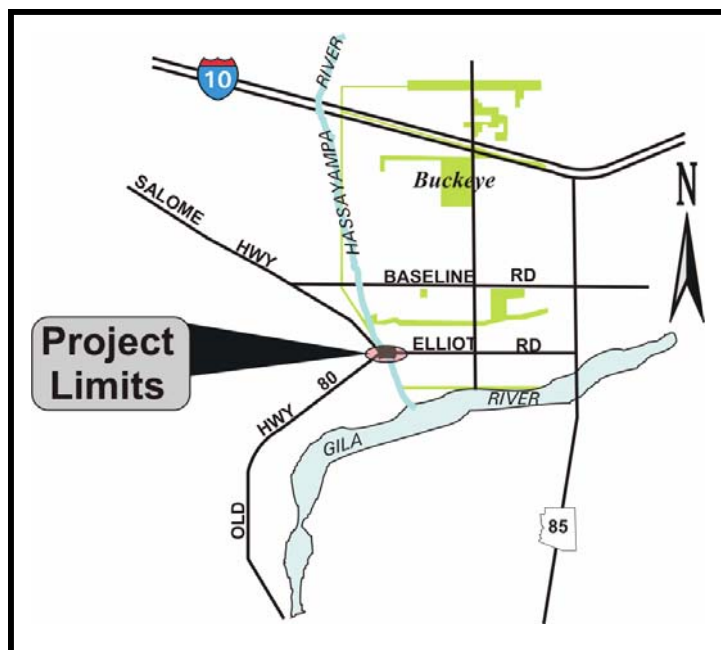
LENGTH:
N/A

OLD US 80 Hassayampa River Bridge, Scour Protection

Job TT073

COMPLETED

This project provided scour protection to the existing bridge to prevent damage during severe flooding.



PROJECT INFORMATION

DESIGN:
MCDOT

CONTRACTOR:
FNF CONSTRUCTION

CONSTRUCTION
MANAGER:
MCDOT

CONTRACT PRICE:
\$942,260

CONSTRUCTION
COMPLETION DATE:
12/03/2004

LENGTH:
N/A

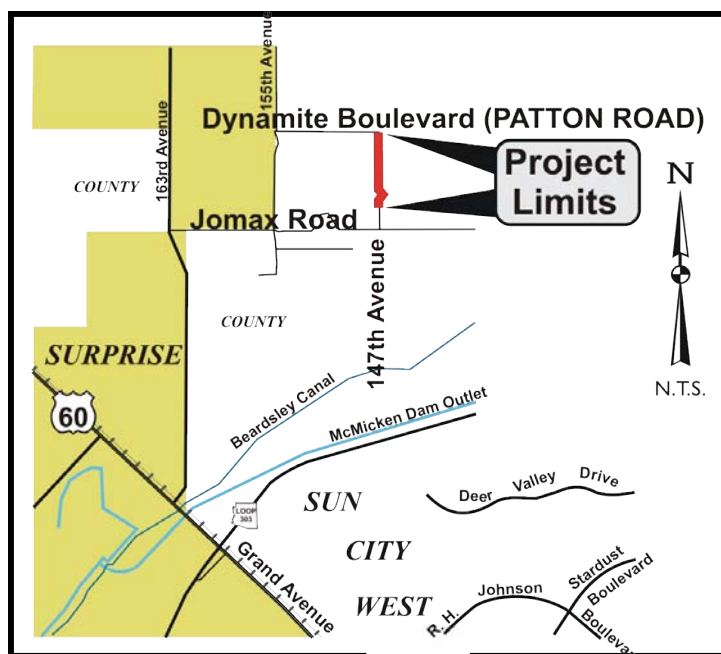


PM10 Roads Phase 3, NE Area

COMPLETED

Job TT032

This project reduced dust on dirt roads within the PM₁₀ area to ensure compliance with federal and local air quality rules.



PROJECT INFORMATION

DESIGN:
HDR

CONTRACTOR:
Haydon

**CONSTRUCTION
MANAGER:**
HDR

CONTRACT PRICE:
\$207,901

**CONSTRUCTION
COMPLETION DATE:**
April 2004

LENGTH:
0.51 MILES

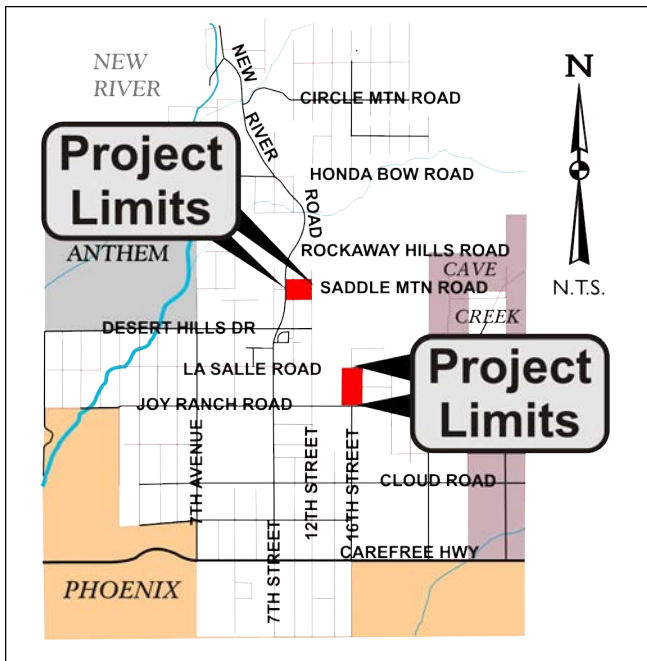


COMPLETED

**PM₁₀ Roads:
Saddle Mountain Road
From New River Road to 720' west
of 12th Street; and 16th Street
From Joy Ranch to La Salle Road**

Job TT041

This project reduced dust on dirt roads within the PM₁₀ area to ensure compliance with federal and local air quality rules.



**PROJECT
INFORMATION**

DESIGN:
MCDOT

CONTRACTOR:
STANDARD
CONSTRUCTION CO.

**CONSTRUCTION
MANAGER:**
MCDOT

CONTRACT PRICE:
\$158,892
\$186,346

**CONSTRUCTION
START DATE:**
06/01/2005

LENGTH:
1.0 MILE

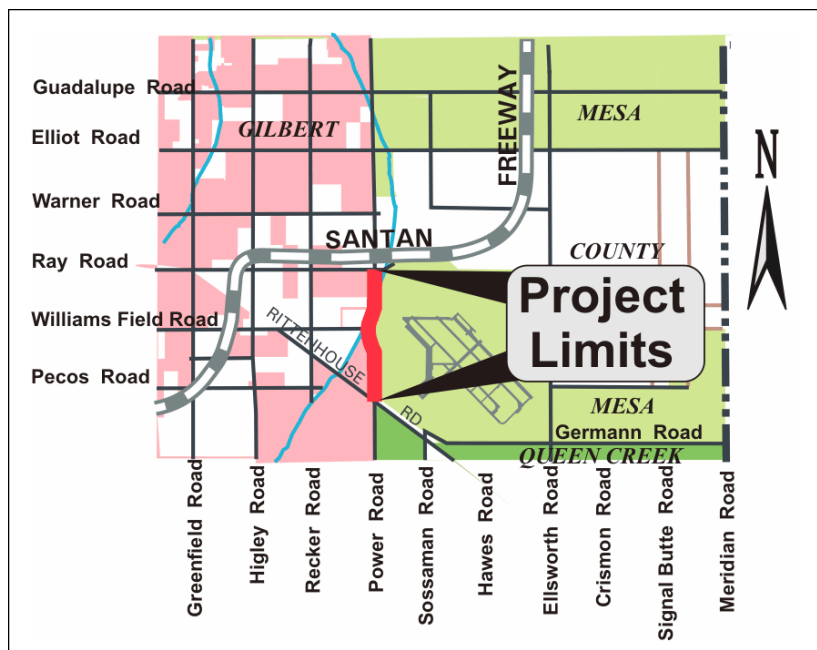


POWER ROAD: Rittenhouse Road to San Tan Freeway

Job TT117

COMPLETED

The Design Concept Report (30% design) was completed in FY 2004. MCDOT then conducted an environmental analysis and developed future partnerships.



PROJECT INFORMATION

DESIGN:
MCDOT

CONTRACTOR:
N/A

**CONSTRUCTION
MANAGER:**
N/A

CONTRACT PRICE:
\$10,000

**CONSTRUCTION
COMPLETION DATE:**
N/A

LENGTH:
2.0 MILES



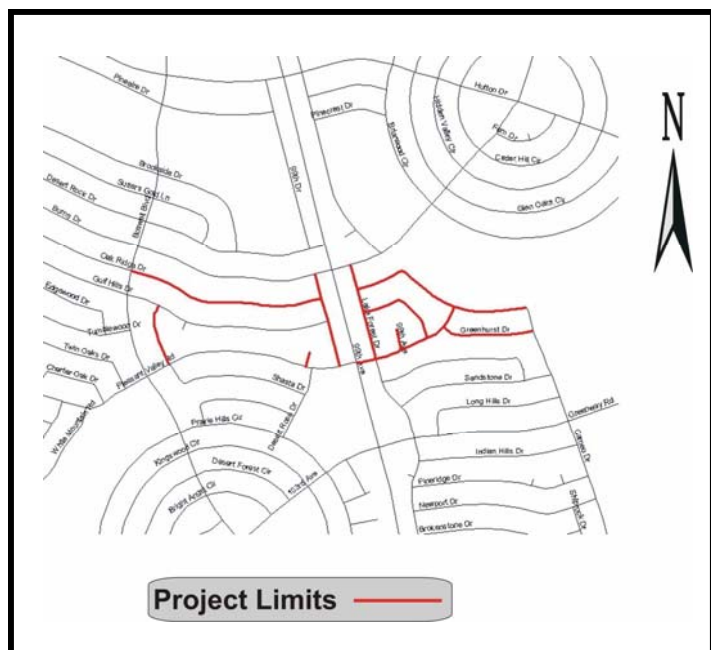
SUN CITY

Asphalt Reconstruction (Mill and Replace)

Job TT152

COMPLETED

This project repaired failing pavement on selected roads in the Sun City area. The work included removing the existing asphalt concrete surface course and aggregate base course to a depth of six inches by replacing it with three inches of new or recycled base material and three inches of new asphalt concrete pavement.



PROJECT INFORMATION

Design:
MCDOT

Contractor:
M.R. Tanner
Construction

**Construction
Manager:**
MCDOT

Contract Price:
\$473,500

**Construction
Completion Date:**
10/10/2004

Length:
4.5 MILES



TIP Projects Rescheduled During Fiscal Year 2005

Page	Work Order	Project Name	Project Limits	Rescheduled To/From
55	TT168	51st Avenue	Santa Cruz Road to GRIC Boundary, Corridor Study	Deferred to '06
57	TT128	67th Avenue	Pinnacle Peak Road to Happy Valley Road	Delayed to '06
62	TT070	Alma School Road	McLellan Road to McKellips Road	Delayed
63	TT142	Alma School Road	North Bridge at Salt River	Delayed
67	TT025	Bell Road	Grand Avenue to Loop 101 ITS	Delayed
68	TT120	Bell Road	at R.H. Johnson Boulevard intersection	Delayed
72	TT126	Bush Highway	Usery Pass Road to Stewart Mountain Dam Road	Deferred from '05 to '06
83	TT167	El Mirage Road	Northern Avenue to Bell Road, Corridor Study	Deferred to '06
91	TT081	Gilbert Road	McDowell Road to SR 87	Delayed
92	TT160	Greenway Road	at Loop 303	Delayed
	TT109	Loop 303	I-10 to US 60	Deleted
	TT169	Loop 303	Safety Improvements, Indian School Road to Clearview Boulevard	Deleted
	TT129	Loop 303	Indian School Road to Camelback Road	Deleted
	TT130	Loop 303	Camelback Road to Bethany Home Road	Deleted
	TT131	Loop 303	Bethany Home Road to Glendale Avenue	Deleted
	TT132	Loop 303	Cactus Road to Waddell Road	Deleted
	TT133	Loop 303	Waddell Road to Greenway Road	Deleted
	TT134	Loop 303	Greenway Road to Bell Road	Deleted
96	TT166	MC 85	Turner Road to 75th Avenue, Corridor Study Update	Delayed to '06
103	TT113	MC 85	91st Avenue to 75th Avenue	Deferred to '07
105	TT108	McDowell Mountain Road	Town of Fountain Hills City Limits to Forest Road	Delayed to '07
106	TT170	McDowell Road	Alma School Road to SR 87	Delayed to '06
118	TT039	PM-10	Box Bar to Needle Rock Road	Delayed to '07
	TT042	PM-10	Circle Mountain Road: New River Road to Skunk Creek	Deferred to '06
	TT159	Rittenhouse Road	at Ellsworth Road	Deleted
132	TT102	Williams Field Road	at Higley Road	Delayed to '06

TIP Project Support (IGA Reimbursements/Payments)

Project Name	Project Limits	Project Manager	Work Order	Type of Support	2006	2007	2008	2009	2010
115th Ave Bridge	at Gila River	Chuck Williams	TT056	Reimbursement to MCDOT	(\$524)	(\$524)	(\$524)	(\$524)	(\$524)
Cave Creek Road	Lone Mountain to Carefree Highway	Chuck Williams	TT057	Reimbursement to MCDOT	(\$46)	(\$46)	(\$46)	\$0	\$0
FCD/MCDOT Joint Culvert Improvements		TBD	TT200	Payment to Flood Control	\$193	\$92	\$100	\$0	\$0
Ray Road	Lindsay Road to Greenfield Road	Jon White	TT066	Payment to Gilbert	\$550	\$0	\$0	\$0	\$0
Riggs Road	Gilbert Road to Val Vista Road	TBD	TT201	Payment to Chandler	\$0	\$0	\$0	\$400	\$0

In thousands of dollars

TIP Project Schedules, Listings and Maps

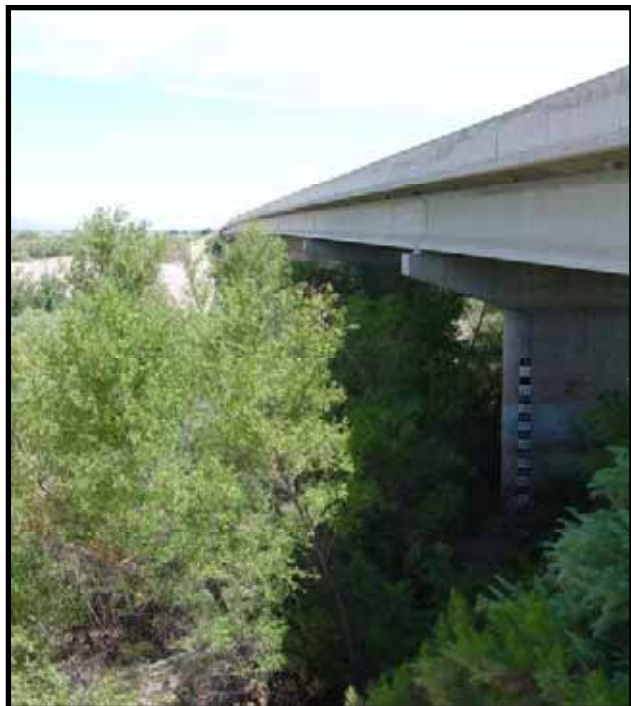
The TIP schedules on the following pages represent estimated schedules by major activity:

- Design: including Design Concept Reports and preliminary engineering design
- Right-of-Way: including acquisition of land and/or legal access to land
- Construction: including utility relocation, environmental consideration and actual construction
- Intergovernmental Agreement (IGA) Payment: the time frame when MCDOT must pay for its contractual agreement concerning the joint funding of a project

These project schedules reflect the earliest possible schedule per major activity. Funds will be programmed on a "first ready, first fund" basis subject to funding availability.































TIP Project Listings and Maps

The following pages list projects planned for fiscal years 2006-2010. A brief description, map and financial information are provided for each project location. All projects are listed in alphabetical order, with the subheadings going from west to east or south to north.







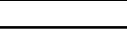










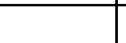

















Tuthill Bridge at Gila River

Anticipated Project Schedules

Page	Work Order #	Project	FY 2006	FY 2007	FY 2008	FY 2009
54	TT168	51st Avenue (Santa Cruz to GRIC Boundary, Corridor Study)				
55	TT075	51st Avenue (Baseline Road to south of Broadway Road)				
56	TT128	67th Avenue (Pinnacle Peak Road to Happy Valley)				
57	TT099	75th Avenue (MC 85 to Van Buren Street)				
58	TT091	83rd Avenue (Northern Avenue to Olive Avenue)				
59	TT177	7th Street (Carefree Highway to Desert Hills Drive)				
60	TT202	Airport Information System				
61	TT070	Alma School Road (McLellan Road to McKellips Road)				
62	TT142	Alma School Road (North Bridge @ Salt River, GCS)				
63	TT189	Apache Boulevard @ Tempe Canal				
64	TT198	Avondale Boulevard (I-10 to McDowell Road)				
65	TT181	Beardsley Road Bridge @ Agua Fria				
66	TT025	Bell Road (Grand Ave to Loop 101 ITS)	 			
67	TT120	Bell Road (at R.H. Johnson Boulevard)	 			
68	TT154	Bell Road (Loop 303 to Grand Avenue ITS)		 		
69	TT161	Bethany Home Road @ Dysart Road				
70	TT123	Brown Road (Ellsworth Road to Crismon Road)				
71	TT126	Bush Highway (Usery Pass to Stewart Mountain Dam Road)				
72	TT156	Chandler Heights Road @ 124th Street				
73	TT094	Chandler Heights Road Box Culvert @ Eastern Canal	 			
74	TT114	Chandler Heights Road Bridge @ Sonoqui Wash			 	
75	TT180	Cotton Lane Bridge @ Gila River	  	 		

 IGA Payment/Reimbursement
  Design
  ROW
  Construction

Anticipated Project Schedules

Page	Work Order #	Project	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
76	TT183	Coyote Pass Road New River Road to Old Stage Road					
77	TT182	Deer Valley Road Bridge @ Agua Fria River					
78	TT125	Deer Valley Road (91st Avenue to 83rd Avenue)					
79	TT193	Desert Hills @ Skunk Creek					
80	TT199	Dobson Road Bridge @ Salt River					
81	TT185	Dynamite Road (Cave Creek Road to 56th Street)					
82	TT190	Dysart Road Bridge @ Colter Channel					
83	TT167	El Mirage Road (Northern Avenue to Bell Road, Corridor Study)					
84	TT178	Ellsworth Road (Hunt Highway to Riggs Road)					
85	TT068	Ellsworth Road (Germann Road to Elliot Road)	 	 			
86	TT062	Ellsworth Road (University Drive to McLellan Road)	 				
87	TT184	Fig Springs Road (New River Road to Tonto National Forest DCR)					
88	TT165	Fire Station (111th Avenue, Traffic Signal)					
89	TT187	Gilbert Road (Loop 202 to Pecos Road)					
90	TT122	Gilbert Road (Warner Road to Water Tank Road)					
91	TT081	Gilbert Road (McDowell Road to SR 87, LWC)	 				
92	TT160	Greenway Road @ Loop 303					
93	TT194	Honda Bow Road (7th Avenue to 11th Avenue)					
94	TT186	Indian School Road (Litchfield Road to Dysart Road)	 				
95	TT158	Lower Buckeye Road @ 67th Avenue					
96	TT166	MC 85 (Turner Road to 75th Avenue, Corridor Study Update)					
97	TT171	MC 85 Extension (Turner Road to SR 85)	  				



IGA Payment/Reimbursement



Design

























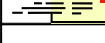








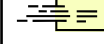
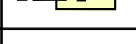




ROW

















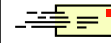



Construction

Anticipated Project Schedules

Page	Work Order #	Project	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
98	TT163	MC 85 @ Miller Road					
99	TT135	MC 85 (Jackrabbit Trail to Perryville Road)					
100	TT136	MC 85 (Perryville Road to Cotton Lane)					
101	TT083	MC 85 (Cotton Lane to Estrella Parkway)					
102	TT112	MC 85 (107th Avenue to 91st Avenue)					
103	TT113	MC 85 (91st Avenue to 75th Avenue)					
104	TT197	McDowell Mountain Park North Entrance					
105	TT108	McDowell Mountain Road (Town of Fountain Hills C/L to Forest Road)					
106	TT170	McDowell Road (Alma School Road to SR 87)					
107	TT162	Missouri Avenue @ Dysart Road					
108	TT164	Monterey Avenue @ Power Road					
109	TT195	Northern Avenue (Loop 303 to Grand Avenue)					
110	TT155	Northern Avenue @ 107th Avenue					
111	TT100	Ocotilla Lane (EOM to Palo Verde Drive)					
112	TT188	Old US 80 Bridge @ Gila River					
113	TT048	PM-10 (Phase 4 - SW Valley)					
114	TT046	PM-10 (Phase 4 - SE Valley)					
115	TT047	PM-10 (Phase 4 - North Valley)					
116	TT040	PM-10 (12th Street: Circle Mountain Road to Tonto National Forest)					
117	TT039	PM-10 (Box Bar Road to Needle Rock Road)					
118	TT090	Power Road (Guadalupe Road to Baseline Road)		 			
119	TT087	Queen Creek Road (Arizona Avenue to McQueen Road)		 			
120	TT157	Riggs Road (at SR 347)					

 IGA Payment/Reimbursement
  Design
  ROW
  Construction

Anticipated Project Schedules

Page	Work Order #	Project	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
121	TT201	Riggs Road Gilbert Road to Val Vista Drive					
122	TT192	Rio Verde Drive Forest Road to 136th Street					
123	TT172	Sun City Mill & Overlay Phase 1					
124	TT173	Sun City Mill & Overlay Phase 2					
125	TT174	Sun City Mill & Overlay Phase 3					
126	TT175	Sun City Mill & Overlay Phase 4					
127	TT179	Sun Valley Parkway (I-10 to Loop 303 and Extension to SR 74, Corridor Study)					
128	TT196	Table Mesa Road I-17 to Tonto National Forest ROW		 			
129	TT191	Vineyard Road/143rd Avenue Estrella Boulevard to Indian Springs Road		 			
130	TT098	Williams Field Road (Gilbert Road to Eastern Canal)					
131	TT102	Williams Field Road (at Higley Road)					



IGA Payment/Reimbursement



Design

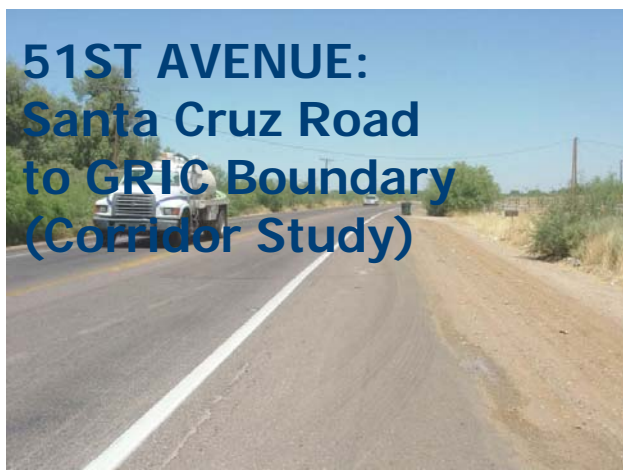


ROW



Construction

51ST AVENUE: Santa Cruz Road to GRIC Boundary (Corridor Study)



Job TT168

The purpose of this corridor study is to **examine current and proposed development along the corridor** in order to identify the type of roadway improvements required. This project is being managed by the Gila River Indian Community.



Key Issues:

- IGA with Gila River Indian Community (GRIC) to conduct this study



District: 5

Length: 6 miles

Detours: N/A

IGA Partner: IGA in place with GRIC

Est. Const. Date: Funded for study only

Right-of-Way: No additional ROW is required at this time



Project Manager:

Project being managed by GRIC

MCDOT Contact:

Renee Probst, Senior Planner

(602) 506-8622

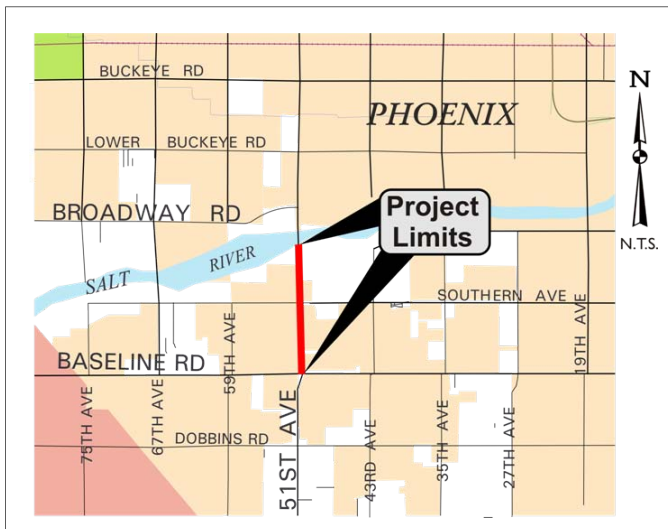
reeneeprobst@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$25	\$100	\$75	\$0	\$0	\$0	\$0	\$75
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$10	\$20	\$10	\$0	\$0	\$0	\$0	\$10
Project Total	\$35	\$120	\$85	\$0	\$0	\$0	\$0	\$85
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$35	\$120	\$85	\$0	\$0	\$0	\$0	\$85

51ST AVENUE: Baseline Road to south of Broadway Road Bridge @ Salt River

Job TT075



Project Manager:

Tom Larson, P.E., R.L.S.
Project Manager
(602) 506-2166
thomaslarson@mail.maricopa.gov

The purpose of this project is to **widen the road with two additional through lanes and a center left-turn lane**. The City of Phoenix is the lead agency with MCDOT making a financial contribution toward construction. The public benefit is a wider road with increased capacity and improved drainage, and thus increased safety.

Key Issues:

- Utility relocation
- Coordination with 51st Avenue project south of Baseline

District: 5

Length: 2.3 miles

Detours: None anticipated

IGA Partner: City of Phoenix

Est. Const. Date: 2007

Right-of-Way: Existing right-of-way is 73'. 150' - 175' will be needed to complete the project.

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$399	\$399	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$761	\$761	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$532	\$532	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$2,945	\$2,945	\$0	\$0	\$0	\$0	\$2,945
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$236	\$237	\$1	\$0	\$0	\$0	\$0	\$1
Project Total	\$1,933	\$4,879	\$2,946	\$0	\$0	\$0	\$0	\$2,946
Reimbursements	(\$120)	(\$120)	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,813	\$4,759	\$2,946	\$0	\$0	\$0	\$0	\$2,946



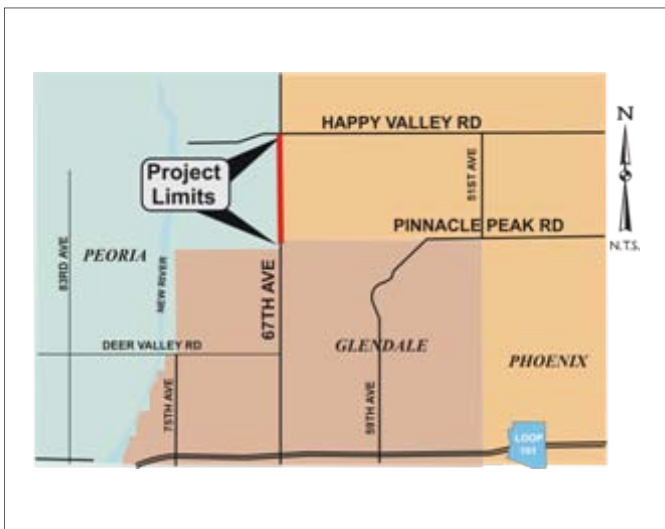
67th AVENUE: Pinnacle Peak Road to Happy Valley Road

This project will develop a **Design Concept Report** for roadway widening so that right-of-way and roadway needs can be identified, planned, and accurate cost estimates made for increasing the capacity and safety of the roadway. The City of Peoria will be the lead agency on this project.

Job TT128

Key Issues:

- City of Peoria Partnership
- Alleviate bottlenecking



District: 4

Length: 1.1 miles

Detours: N/A

IGA Partner: City of Peoria, City of Phoenix

Est. Const. Date: Funded for Design Concept Report only

Right-of-Way: No additional ROW required at this time

Project Manager:

Tom Larson, P.E., R.L.S.
Project Manager
(602) 506-2166
thomaslarson@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$70	\$70	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$50	\$50	\$0	\$0	\$0	\$0	\$50
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$25	\$30	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$95	\$150	\$55	\$0	\$0	\$0	\$0	\$55
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$95	\$150	\$55	\$0	\$0	\$0	\$0	\$55

75TH AVENUE: MC 85 to Van Buren Street

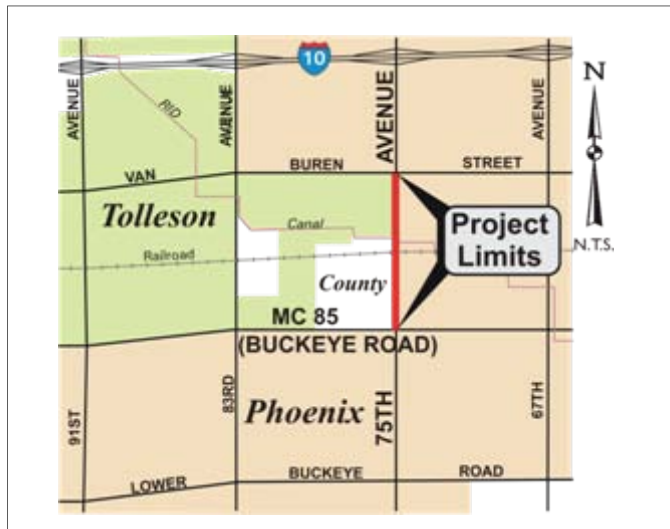


Job TT099



Key Issues:

- Utilities
- Irrigation
- Bridge construction
- Railroad crossing upgrade
- Coordination with other agencies



District: 5

Length: 1 mile

Detours: None anticipated

IGA Partner: City of Phoenix



Project Manager:

Sami Ayoub, P.E., DSc, PMP
Project Manager
(602) 506-4662
samiayoub@mail.maricopa.gov

Est. Const. Date: N/A

Right-of-Way: Minor right-of-way will be required in addition to the existing 66' - 100' of width

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$182	\$182	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$248	\$248	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$9	\$9	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$250	\$250	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$2,650	\$2,650	\$0	\$0	\$0	\$0	\$2,650
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$91	\$111	\$20	\$0	\$0	\$0	\$0	\$20
Project Total	\$780	\$3,450	\$2,670	\$0	\$0	\$0	\$0	\$2,670
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$780	\$3,450	\$2,670	\$0	\$0	\$0	\$0	\$2,670

83RD AVENUE: Northern Avenue to Olive Avenue

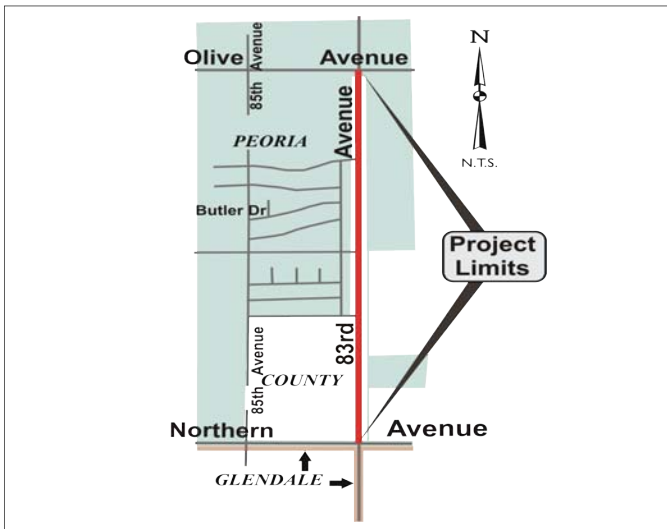


Job TT091



Key Issues:

- Construction is contingent upon finalization of an intergovernmental agreement with the City of Peoria for final participation in construction and assuming maintenance responsibilities for 83rd Avenue.



Project Manager:

Nariman Zadeh, P.E.
Project Manager
(602) 506-8623
narimanzadeh@mail.maricopa.gov

District: 4

Length: 1 mile

Detours: None anticipated

IGA Partner: City of Peoria

Est. Const. Date: FY 2011

Right-of-Way: Additional right-of-way has been purchased

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$165	\$165	\$0	\$20	\$0	\$0	\$0	\$20
Right-of-Way	\$207	\$207	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$21	\$21	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$41	\$741	\$700	\$0	\$0	\$0	\$0	\$700
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$2,500	\$0	\$2,500	\$0	\$0	\$0	\$2,500
MCDOT Labor	\$192	\$242	\$10	\$20	\$0	\$0	\$0	\$30
Project Total	\$626	\$3,876	\$710	\$2,540	\$0	\$0	\$0	\$3,250
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$626	\$3,876	\$710	\$2,540	\$0	\$0	\$0	\$3,250

7TH STREET: Carefree Highway to Desert Hills Drive

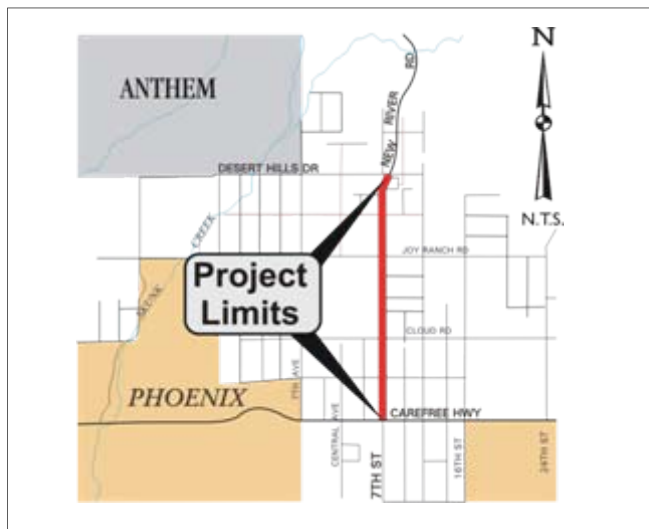


Job TT177



Key Issues:

- Increasing traffic demand
- Safety issues at the intersections
- Drainage concerns



Project Manager:

Sami Ayoub, P.E., DSc, PMP
Project Manager
(602) 506-4662
samiayoub@mail.maricopa.gov

District: 3

Length: 3 miles

Detours: None anticipated

IGA Partner: None

Est. Const. Date: Funded for Design Concept Report only

Right-of-Way: Additional right-of-way will be required

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$450	\$450	\$0	\$0	\$0	\$0	\$450
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$20	\$20	\$0	\$0	\$0	\$0	\$20
Project Total	\$0	\$470	\$470	\$0	\$0	\$0	\$0	\$470
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$470	\$470	\$0	\$0	\$0	\$0	\$470

AIRPORT INFORMATION SYSTEM



This project will **install travel time and traffic incident information systems** at strategic locations at the new rental car facility under construction at Phoenix's Sky Harbor International Airport.

Job TT202



Key Issues:

- None



District: 5

Length: N/A

Detours: N/A

IGA Partner: City of Phoenix, ADOT

Est. Const. Date: December 2005

Right-of-Way: No additional ROW required at this time



Project Manager:

Faisal Saleem
Intelligent Transportation Systems Coordinator
(602) 506-1241
faisalsaleem@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$300	\$300	\$0	\$0	\$0	\$0	\$300
MCDOT Labor	\$0	\$5	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$0	\$305	\$305	\$0	\$0	\$0	\$0	\$305
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$305	\$305	\$0	\$0	\$0	\$0	\$305

ALMA SCHOOL ROAD: McLellan Road to McKellips Road



Job TT070



Key Issues:

- Coordination with the Salt River Pima-Maricopa Indian Community
- Coordination with all stakeholders
- Updating construction plans and cost estimates completed in 2001



Project Manager:

Andrzej Wojakiewicz, P.E., S.E.
County Bridge Engineer
(602) 506-8625
andrzejwojakiewicz@mail.maricopa.gov

District: 1 & 2

Length: 0.75 mile

Detours: None anticipated

IGA Partner: None

Est. Const. Date: TBD; ROW needed—
expected in FY 2006/2007

Right-of-Way: Additional right-of-way is
required

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$395	\$395	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$364	\$364	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$1,972	\$0	\$1,972	\$0	\$0	\$0	\$1,972
MCDOT Labor	\$0	\$130	\$1	\$129	\$0	\$0	\$0	\$130
Project Total	\$761	\$2,863	\$1	\$2,101	\$0	\$0	\$0	\$2,102
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$761	\$2,863	\$1	\$2,101	\$0	\$0	\$0	\$2,102

ALMA SCHOOL ROAD: North Bridge @ Salt River, Grade Control Structure

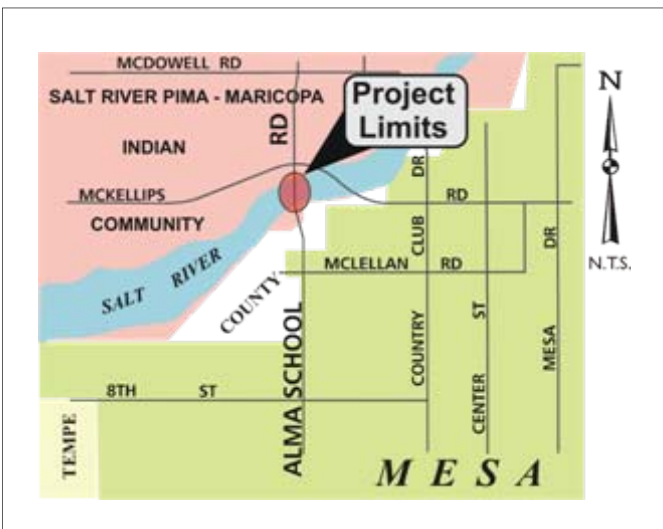


Job TT142



Key Issues:

- Acquiring access, temporary construction easements and new right-of-way
- Design for full depth of the downstream head cut caused by mining in the riverbed
- Updating construction plans and cost estimates completed in 2001



Project Manager:

Andrzej Wojakiewicz, P.E., S.E.
County Bridge Engineer
(602) 506-8625
andrzejwojakiewicz@mail.maricopa.gov

District: 2

Length: Approximately 940 feet

Detours: None anticipated

IGA Partner: None

Est. Const. Date: FY 2005-2006, depending on receipt of right-of way

Right-of-Way: Right-of-way will be acquired as needed

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$91	\$91	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$107	\$107	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$6	\$6	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$3,680	\$0	\$2,530	\$1,150	\$0	\$0	\$3,680
MCDOT Labor	\$37	\$58	\$1	\$15	\$5	\$0	\$0	\$21
Project Total	\$241	\$3,942	\$1	\$2,545	\$1,155	\$0	\$0	\$3,701
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$241	\$3,942	\$1	\$2,545	\$1,155	\$0	\$0	\$3,701

APACHE BOULEVARD: SR101 to Dobson Road, Bridge @ Tempe Canal



Job TT189



Key Issues:

- IGA with Valley Metro Rail



Project Manager:

Andrzej Wojakiewicz, P.E., S.E.
County Bridge Engineer
(602) 506-8625
andrzejwojakiewicz@mail.maricopa.gov

District: 1

Length: 0.01 mile

IGA Partner: Valley Metro Rail

Detours: 1 mile

Est. Const. Date: 2006

Right-of-Way: No additional ROW is required at this time

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$500	\$0	\$500	\$0	\$0	\$0	\$500
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$2	\$1	\$1	\$0	\$0	\$0	\$2
Project Total	\$0	\$502	\$1	\$501	\$0	\$0	\$0	\$502
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$502	\$1	\$501	\$0	\$0	\$0	\$502

AVONDALE BOULEVARD: I-10 to McDowell Road



Job TT198



Project Manager:

Nariman Zadeh, P.E.
Project Manager
(602) 506-8623
narimanzadeh@mail.maricopa.gov



Key Issues:

- None

District: 4

Length: 0.4 mile

Detours: N/A

IGA Partner: City of Avondale

Est. Const. Date: N/A

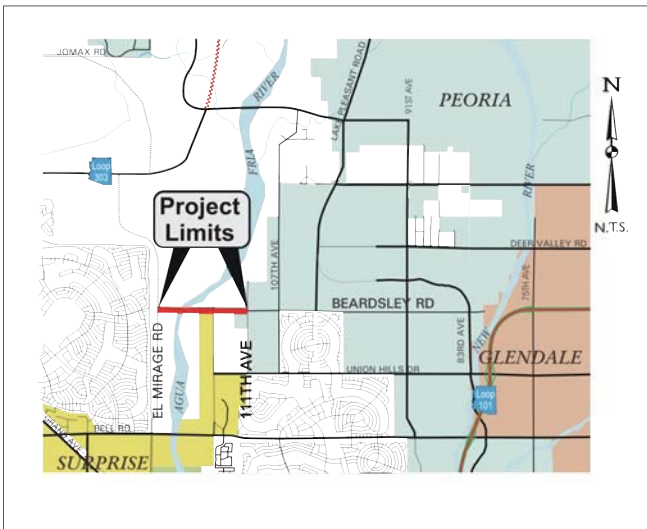
Right-of-Way: N/A

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$150	\$150	\$0	\$0	\$0	\$0	\$150
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$5	\$10	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$5	\$160	\$155	\$0	\$0	\$0	\$0	\$155
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$5	\$160	\$155	\$0	\$0	\$0	\$0	\$155

BEARDSLEY ROAD: El Mirage Road to 111th Avenue, Bridge @ Agua Fria River

Job TT181



Project Manager:

Ray Smith, P.E., R.L.S.
Project Manager
(602) 506-2901
raysmith@mail.maricopa.gov

Key Issues:

- River channelization
- Sand and gravel operations
- El Mirage Road construction

District: 4

Length: 1.9 miles

Detours: N/A

IGA Partner: None at this time

Est. Const. Date: N/A

Right-of-Way: None required at this time

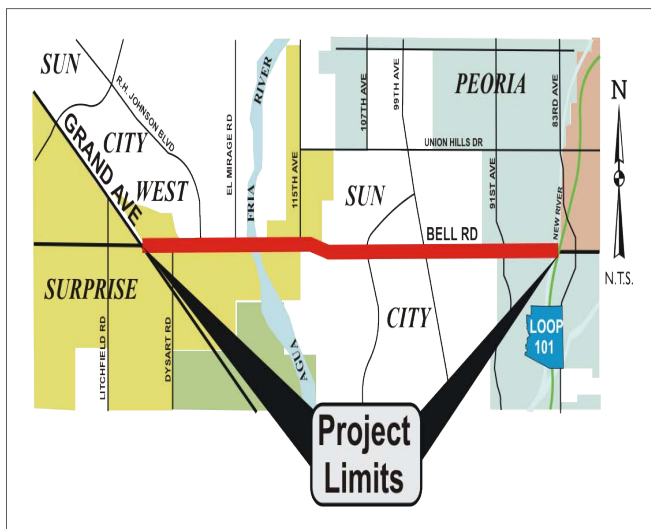
Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$175	\$350	\$175	\$0	\$0	\$0	\$0	\$175
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$40	\$70	\$30	\$0	\$0	\$0	\$0	\$30
Project Total	\$215	\$420	\$205	\$0	\$0	\$0	\$0	\$205
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$215	\$420	\$205	\$0	\$0	\$0	\$0	\$205

BELL ROAD: Grand Avenue to Loop 101 (ITS)



Job TT025



The purpose of this project is to **install Intelligent Transportation System (ITS)** "SMART Instrumentation." The project will involve the design of vehicle detection systems (VDS), closed circuit television (CCTV), variable message signs (VMS), and communications.

Key Issues:

- None
-

District: 4

Length: 6.5 miles

Detours: N/A

IGA Partner: City of Peoria, City of Surprise, FHWA funding

Est. Const. Date: FY 2005

Right-of-Way: No additional ROW is required at this time

Project Manager:

Faisal Saleem
Intelligent Transportation Systems Coordinator
(602) 506-1241
faisalsaleem@mail.maricopa.gov

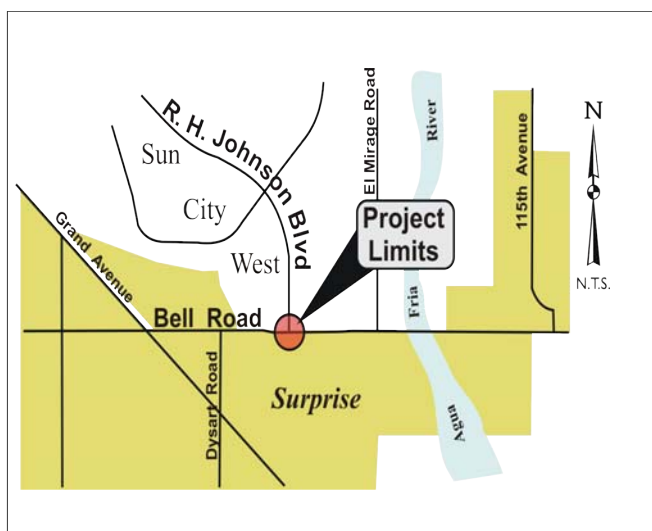
Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$215	\$215	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$1,070	\$1,070	\$0	\$0	\$0	\$0	\$1,070
MCDOT Labor	\$20	\$20	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$235	\$1,305	\$1,070	\$0	\$0	\$0	\$0	\$1,070
Reimbursements	(\$336)	(\$1,111)	(\$775)	\$0	\$0	\$0	\$0	(\$775)
MCDOT Net Cost	(\$101)	\$194	\$295	\$0	\$0	\$0	\$0	\$295

BELL ROAD @ RH Johnson Boulevard



Job TT120



Project Manager:

Andrzej Wojakiewicz, P.E., S.E.
County Bridge Engineer
(602) 506-8625
andrzejwojakiewicz@mail.maricopa.gov

The purpose of this project is to **design and construct a dedicated westbound right-turn lane** on Bell Road to accommodate the heavy right-turn movement onto RH Johnson Boulevard.



Key Issues:

- Reconfiguration of channel and box culverts
- Relocation of traffic signal
- Relocation of utilities
- Relocation of Sun City West monument sign
- Financial participation with the City of Surprise

District: 4

Length: 600 feet

Detours: N/A

IGA Partner: City of Surprise

Est. Const. Date: FY 2006

Right-of-Way: No additional right-of-way is required

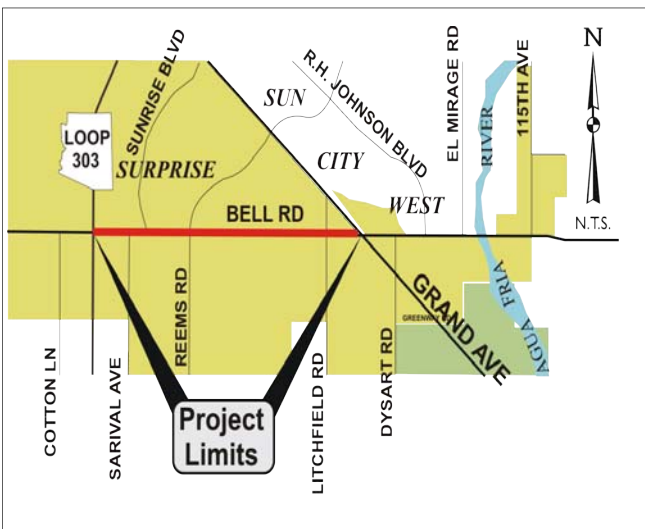
Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$100	\$100	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$325	\$325	\$0	\$0	\$0	\$0	\$325
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$1,725	\$1,725	\$0	\$0	\$0	\$0	\$1,725
MCDOT Labor	\$134	\$164	\$30	\$0	\$0	\$0	\$0	\$30
Project Total	\$239	\$2,319	\$2,080	\$0	\$0	\$0	\$0	\$2,080
Reimbursements	\$0	(\$550)	(\$550)	\$0	\$0	\$0	\$0	(\$550)
MCDOT Net Cost	\$239	\$1,769	\$1,530	\$0	\$0	\$0	\$0	\$1,530

BELL ROAD: Loop 303 to Grand Avenue (ITS)



Job TT154



Key Issues:

- None



Project Manager:

Faisal Saleem
Intelligent Transportation Systems Coordinator
(602) 506-1241
faisalsaleem@mail.maricopa.gov

District: 4

Length: 4 miles

Detours: N/A

IGA Partner: City of Surprise, FHWA funding

Est. Const. Date: This project is funded for design only

Right-of-Way: No additional ROW is required at this time

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$379	\$0	\$379	\$0	\$0	\$0	\$379
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$15	\$5	\$10	\$0	\$0	\$0	\$15
Project Total	\$0	\$394	\$5	\$389	\$0	\$0	\$0	\$394
Reimbursements	\$0	(\$303)	\$0	(\$303)	\$0	\$0	\$0	(\$303)
MCDOT Net Cost	\$0	\$91	\$5	\$86	\$0	\$0	\$0	\$91

BETHANY HOME ROAD @ Dysart Road



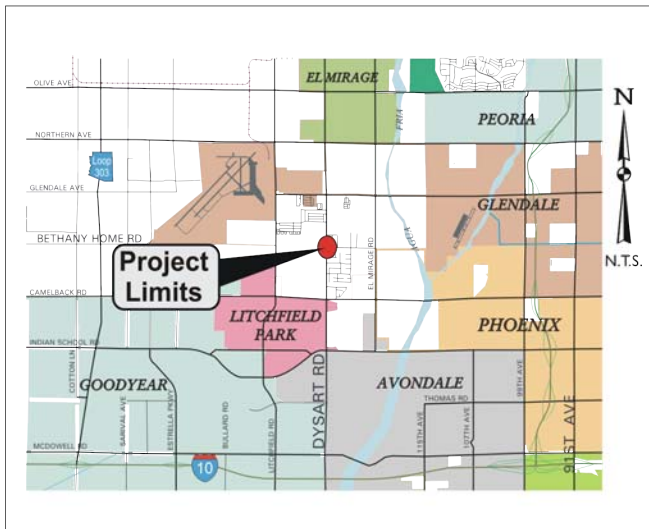
This project will **install traffic signals** at the intersection to improve safety, reduce congestion, and improve traffic flow.

Job TT161



Key Issues:

- None



District: 4

Length: N/A

Detours: None

IGA Partner: None

Est. Const. Date: FY 2006



Project Manager:

Chris Kmetty, P.E.
Project Manager
(602) 506-4611
chriskmetty@mail.maricopa.gov

Right-of-Way: A minimal amount of ROW will be required

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$23	\$23	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$3	\$3	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$338	\$338	\$0	\$0	\$0	\$0	\$338
MCDOT Labor	\$0	\$30	\$30	\$0	\$0	\$0	\$0	\$30
Project Total	\$26	\$394	\$368	\$0	\$0	\$0	\$0	\$368
Reimbursements	(\$122)	(\$122)	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	(\$96)	\$272	\$368	\$0	\$0	\$0	\$0	\$368



BROWN ROAD: Ellsworth Road to Crismon Road

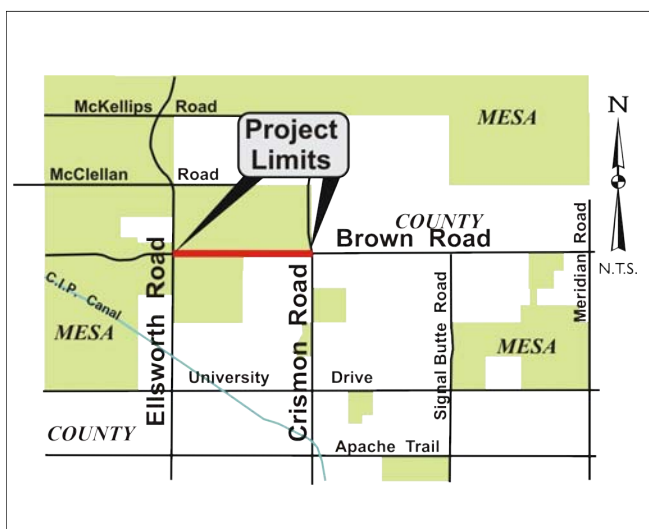
The purpose of this project is to **widen Brown Road** from two to four lanes beginning at 94th Street and ending just short of Crismon Road.

Job TT123



Key Issues:

- None



Project Manager:

Nariman Zadeh, P.E.
Project Manager
(602) 506-8623
narimanzadeh@mail.maricopa.gov

District: 2

Length: 0.75 mile

Detours: None

IGA Partner: None

Est. Const. Date: May 2005

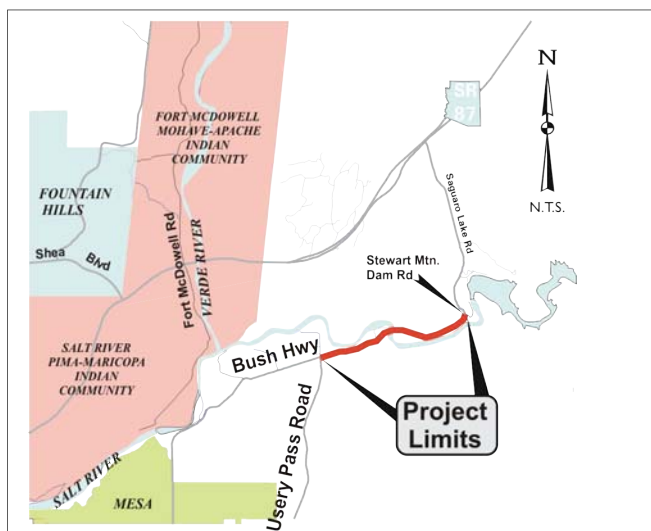
Right-of-Way: No additional right-of-way required at this time

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$120	\$120	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$150	\$10	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$150	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$1,150	\$1,150	\$0	\$0	\$0	\$0	\$1,150
MCDOT Labor	\$225	\$250	\$25	\$0	\$0	\$0	\$0	\$25
Project Total	\$505	\$1,680	\$1,175	\$0	\$0	\$0	\$0	\$1,175
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$505	\$1,680	\$1,175	\$0	\$0	\$0	\$0	\$1,175



Job TT126



Project Manager:

Samir M. Hatab, P.E.
Project Manager
(602) 506-2867
samhatab@mail.maricopa.gov

Key Issues:

- Located on US Forest Service Land
- Heavy recreation use of the roadway by boaters and bicyclists
- Limited vertical and horizontal sight distances when driving

District: 2

Length: 4.6 miles

Detours: None anticipated

IGA Partner: None

Est. Const. Date: This project is funded for design only

Right-of-Way: Additional ROW is not required at this time

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$200	\$200	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$50	\$60	\$10	\$0	\$0	\$0	\$0	\$10
Project Total	\$250	\$260	\$10	\$0	\$0	\$0	\$0	\$10
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$250	\$260	\$10	\$0	\$0	\$0	\$0	\$10

CHANDLER HEIGHTS ROAD @ 124th Street

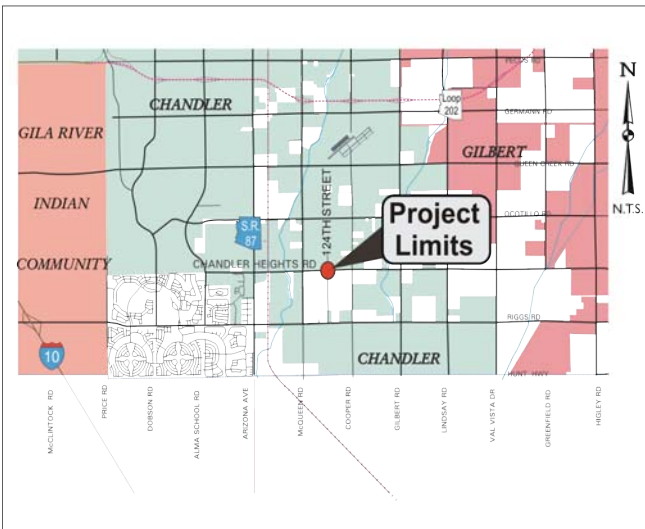


Job TT156



Key Issues:

- None



Project Manager:

Chris Kmetty, P.E.
Project Manager
(602) 506-4611
chriskmetty@mail.maricopa.gov

District: 1

Length: N/A

Detours: None

IGA Partner: Potential agreement with the City of Chandler

Est. Const. Date: FY 2006

Right-of-Way: Need to acquire right-of-way south of Chandler Heights Road

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$15	\$15	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$20	\$20	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$60	\$60	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$125	\$125	\$0	\$0	\$0	\$0	\$125
MCDOT Labor	\$10	\$20	\$10	\$0	\$0	\$0	\$0	\$10
Project Total	\$107	\$242	\$135	\$0	\$0	\$0	\$0	\$135
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$107	\$242	\$135	\$0	\$0	\$0	\$0	\$135

CHANDLER HEIGHTS ROAD Box Culvert @ Eastern Canal

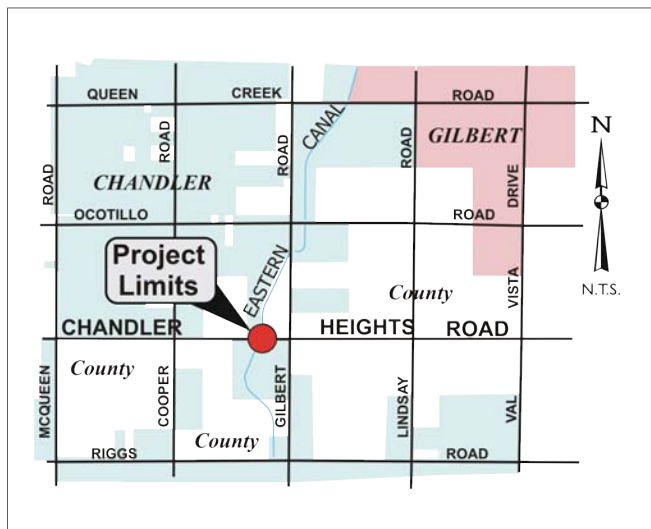


Job TT094



Key Issues:

- Construction was done quickly during the annual canal dry-up period
- Privacy walls were added to the construction as a change order



Project Manager:

Andrzej Wojakiewicz, P.E., S.E.
County Bridge Engineer
(602) 506-8625
andrzejwojakiewicz@mail.maricopa.gov

District: 1

Length: Spot improvements

Detours: At City of Chandler request, road closure was avoided by building a bypass road

IGA Partner: City of Chandler

Est. Const. Date: FY 2005

Right-of-Way: Additional right-of-way on both sides of Chandler Heights Road was needed. Construction is complete except for privacy walls. MCDOT is waiting for project acceptance by the local homeowner's association.

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$1	\$6	\$5	\$0	\$0	\$0	\$0	\$5
Environmental	\$0	\$1	\$1	\$0	\$0	\$0	\$0	\$1
Utilities	\$300	\$300	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$776	\$776	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$47	\$47	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$1,124	\$1,130	\$6	\$0	\$0	\$0	\$0	\$6
Reimbursements	\$0	(\$176)	(\$176)	\$0	\$0	\$0	\$0	(\$176)
MCDOT Net Cost	\$1,124	\$954	(\$170)	\$0	\$0	\$0	\$0	(\$170)

CHANDLER HEIGHTS ROAD Bridge @ Sonoqui Wash



This project is to **design and construct a five-lane bridge** (68' wide) over Sonoqui Wash, replacing an existing un-bridged (dip) crossing.

Job TT114



Key Issues:

- The Town of Queen Creek and the Flood Control District of Maricopa County (FCDMC) are participating in the plans coordination
- Project coordination with Sonoqui Wash channelization project by FCDMC
- An IGA with the Town of Queen Creek may be needed for additional aesthetic features



District: 1

Length: 0.5 mile

Detours: None anticipated

IGA Partner: Potential agreement with Town of Queen Creek and FCDMC



Project Manager:

Andrzej Wojakiewicz, P.E., S.E.
County Bridge Engineer
(602) 506-8625
andrzejwojakiewicz@mail.maricopa.gov

Est. Const. Date: Currently FY 2008; the county may try to accelerate it to FY 2007

Right-of-Way: No additional ROW is required at this time

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$200	\$0	\$0	\$200	\$0	\$0	\$200
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$200	\$2,200	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MCDOT Labor	\$166	\$211	\$5	\$10	\$30	\$0	\$0	\$45
Project Total	\$366	\$2,611	\$5	\$10	\$2,230	\$0	\$0	\$2,245
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$366	\$2,611	\$5	\$10	\$2,230	\$0	\$0	\$2,245

COTTON LANE BRIDGE over the Gila River

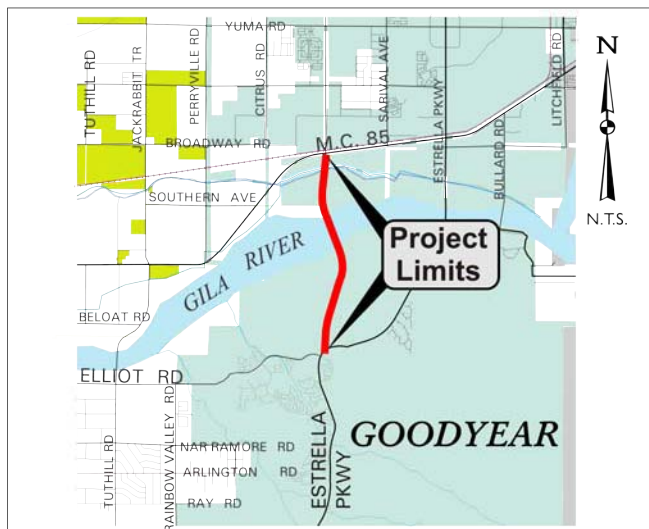


Job TT180



Key Issues:

- Increased project scope
- Budget constraints
- Escalating materials/construction costs
- Application and receipt of individual 404 Permit from the United States Army Corp of Engineers
- Flood Control participation
- Intergovernmental and Developer agreements



Project Manager:

Ray Smith, P.E., R.L.S.
Project Manager
(602) 506-2901
raysmith@mail.maricopa.gov

District: 4 & 5

Length: 2070 feet

Detours: N/A

IGA Partner: City of Goodyear, Sonterra Partners, Flood Control District

Est. Const. Date: End of 2005

Right-of-Way: Right-of-way will be acquired as necessary

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$1,700	\$2,500	\$800	\$0	\$0	\$0	\$0	\$800
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$120	\$170	\$50	\$0	\$0	\$0	\$0	\$50
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,915	\$35,100	\$24,445	\$7,740	\$0	\$0	\$0	\$32,185
MCDOT Labor	\$0	\$300	\$300	\$0	\$0	\$0	\$0	\$300
Project Total	\$4,735	\$38,070	\$25,595	\$7,740	\$0	\$0	\$0	\$33,335
Reimbursements	\$0	(\$18,500)	(\$13,500)	(\$5,000)	\$0	\$0	\$0	(\$18,500)
MCDOT Net Cost	\$4,735	\$19,570	\$12,095	\$2,740	\$0	\$0	\$0	\$14,835

COYOTE PASS ROAD: New River Road to Old Stage Road

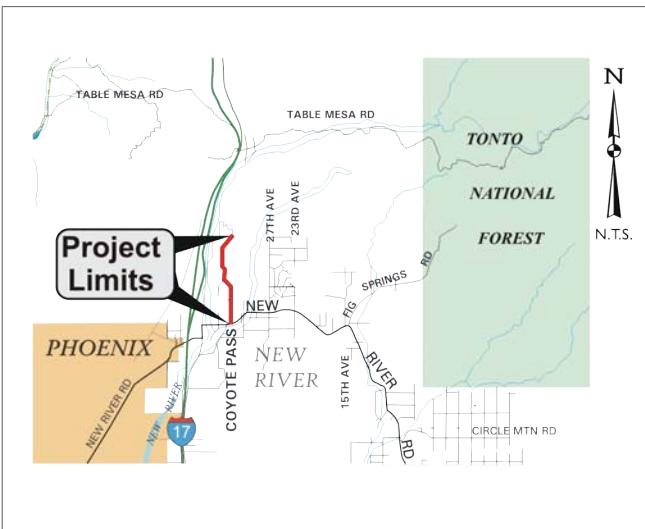


Job TT183



Key Issues:

- Dust
- Fire Department cannot respond on time due to road conditions
- Drainage
- Sharp curves
- Steep terrain



Project Manager:

Nariman Zadeh, P.E.
Project Manager
(602) 506-8623
narimanzadeh@mail.maricopa.gov

District: 3

Length: 2.5 miles

Detours: None anticipated

IGA Partner: None

Est. Const. Date: This project is funded for design only

Right-of-Way: Limited acquisition as needed

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$65	\$90	\$25	\$0	\$0	\$0	\$0	\$25
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$5	\$10	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$70	\$100	\$30	\$0	\$0	\$0	\$0	\$30
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$70	\$100	\$30	\$0	\$0	\$0	\$0	\$30

DEER VALLEY ROAD: El Mirage Road to Lake Pleasant Road, Bridge @ Agua Fria River

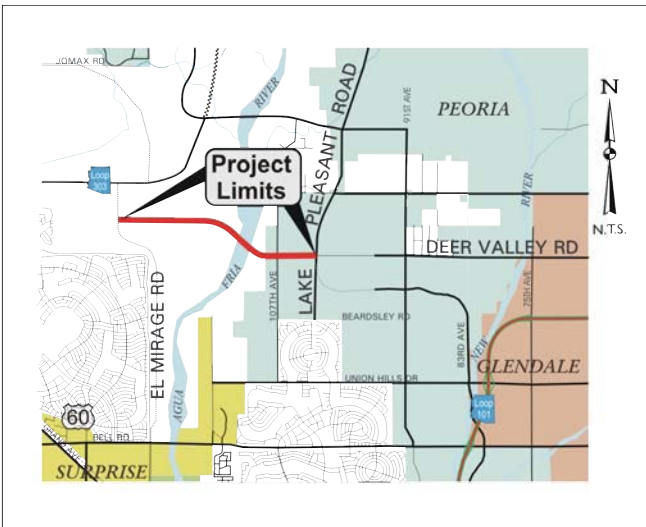


Job TT182



Key Issues:

- River channelization
- Unregulated sand and gravel operations



District: 4

Length: 2.1 miles

Detours: N/A

IGA Partner: None at this time

Est. Const. Date: N/A

Right-of-Way: No additional right-of-way required



Project Manager:

Ray Smith, P.E., R.L.S.
Project Manager
(602) 506-2901
raysmith@mail.maricopa.gov

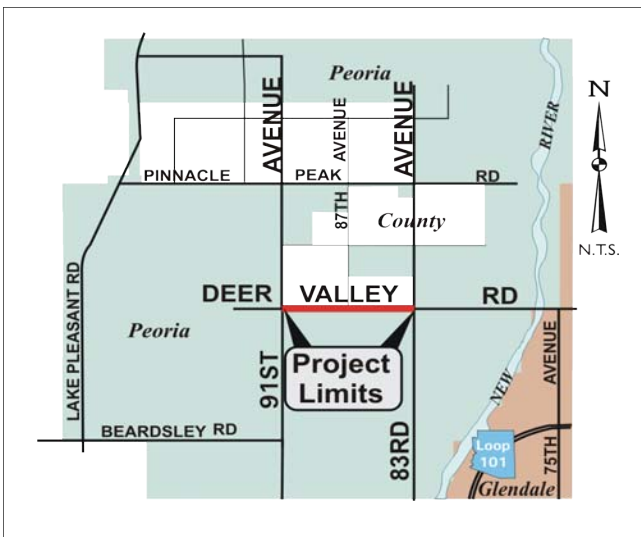
Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$155	\$330	\$175	\$0	\$0	\$0	\$0	\$175
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$40	\$70	\$30	\$0	\$0	\$0	\$0	\$30
Project Total	\$195	\$400	\$205	\$0	\$0	\$0	\$0	\$205
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$195	\$400	\$205	\$0	\$0	\$0	\$0	\$205

DEER VALLEY ROAD: 91st Avenue to 83rd Avenue



Job TT125



Project Manager:

Tom Larson, P.E., R.L.S.
Project Manager
(602) 506-2166
thomaslaron@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$80	\$80	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$80	\$80	\$0	\$0	\$0	\$0	\$80
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$5	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$80	\$165	\$85	\$0	\$0	\$0	\$0	\$85
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$80	\$165	\$85	\$0	\$0	\$0	\$0	\$85

This project will develop a **Design Concept Report** to determine the scope, schedule and budget for the future widening of the roadway.



Key Issues:

- Roadway drainage
- Formation of partnerships
- Travel capacity
- Traffic safety

District: 4

Length: 1 mile

Detours: N/A

IGA Partner: City of Peoria

Est. Const. Date: This project is funded for Design Concept Report only

Right-of-Way: Additional right-of-way will be acquired if necessary

DESERT HILLS DRIVE @ Skunk Creek



The purpose of this project is to prepare a **Design Concept Report** to establish design parameters for an all-weather crossing so that right-of-way, drainage, utility relocation and environmental requirements can be identified and an accurate cost estimate can be made for increasing the capacity and safety of the roadway. At Skunk Creek there is a dip crossing, which during heavy storms prevents emergency vehicles and school buses from crossing. Construction is not scheduled at this time and is contingent on both the study results and funding availability.

Job TT193



Key Issues:

- Public meeting
- Bridge aesthetics



Project Manager:

Andrzej Wojakiewicz, P.E., S.E.
County Bridge Engineer
(602) 506-8625
andrzejwojakiewicz@mail.maricopa.gov

District: 3

Length: 0.1 mile

Detours: N/A

IGA Partner: None at this time

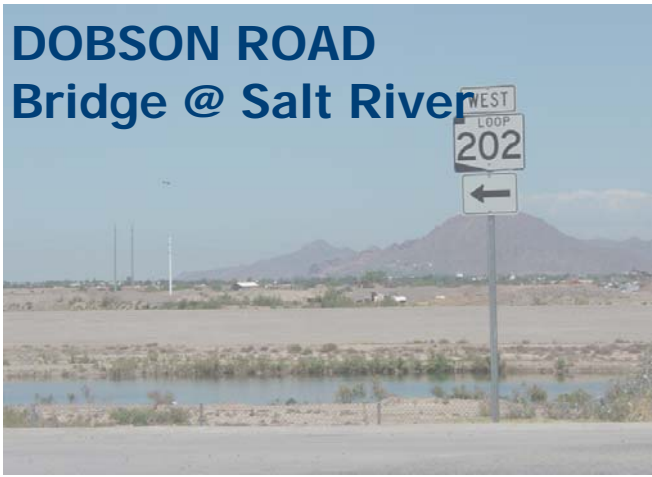
Est. Const. Date: To be determined

Right-of-Way: No additional right-of-way required at this time

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$50	\$250	\$175	\$25	\$0	\$0	\$0	\$200
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$5	\$20	\$10	\$5	\$0	\$0	\$0	\$15
Project Total	\$55	\$270	\$185	\$30	\$0	\$0	\$0	\$215
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$55	\$270	\$185	\$30	\$0	\$0	\$0	\$215

DOBSON ROAD Bridge @ Salt River

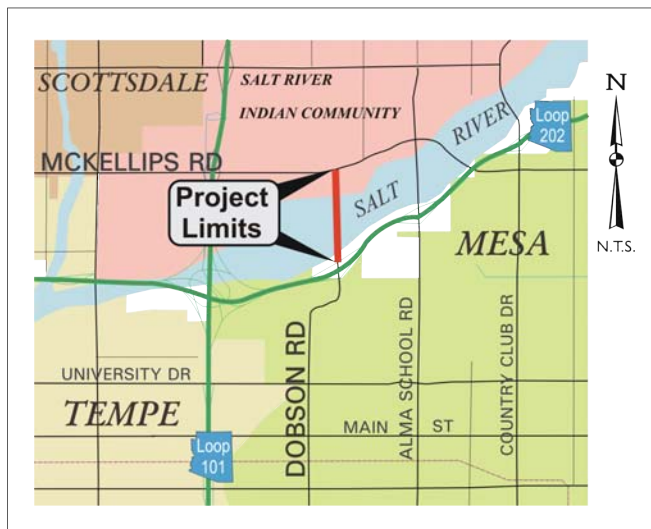


Job TT199



Key Issues:

- Crossing an active sand and gravel operation on SRPMIC property



Project Manager:

Andrzej Wojakiewicz, P.E., S.E.
County Bridge Engineer
(602) 506-8625
andrzejwojakiewicz@mail.maricopa.gov

District: 1 & 2

Length: 3 miles

Detours: N/A

IGA Partner: Potential partnerships with City of Mesa, SRPMIC, ADOT

Est. Const. Date: Not determined at this time

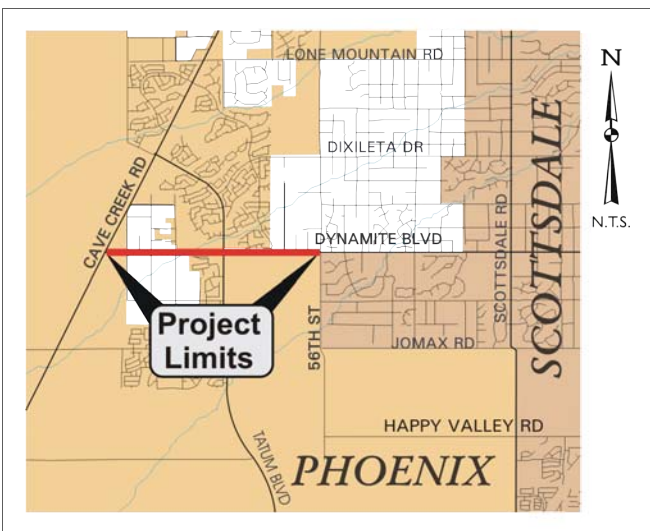
Right-of-Way: Not determined at this time

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$250	\$250	\$0	\$0	\$0	\$0	\$250
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$30	\$30	\$0	\$0	\$0	\$0	\$30
Project Total	\$0	\$280	\$280	\$0	\$0	\$0	\$0	\$280
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$280	\$280	\$0	\$0	\$0	\$0	\$280



Job TT185



Project Manager:

Tom Larson, R.L.S., P.E.
Project Manager
(602) 506-2166
thomaslarson@mail.maricopa.gov

The purpose of this project is to prepare a **Design Concept Report** to establish design parameters for widening the roadway for the traveling public so that right-of-way, drainage, utility relocation and environmental requirements can be identified and an accurate cost estimate be made for increasing the capacity and safety of the roadway. Currently the road is two lanes and in poor condition due to high traffic volumes.

Key Issues:

- Roadway drainage
- Formation of partnership
- Traffic capacity
- Traffic safety

District: 3

Length: 2.2 miles

Detours: None anticipated

IGA Partner: Potential agreement with the City of Phoenix

Est. Const. Date: This project is funded for design only

Right-of-Way: Additional right-of-way will be acquired if necessary

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$100	\$350	\$250	\$0	\$0	\$0	\$0	\$250
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$20	\$60	\$40	\$0	\$0	\$0	\$0	\$40
Project Total	\$120	\$410	\$290	\$0	\$0	\$0	\$0	\$290
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$120	\$410	\$290	\$0	\$0	\$0	\$0	\$290

DYSART ROAD Bridge @ Colter Channel



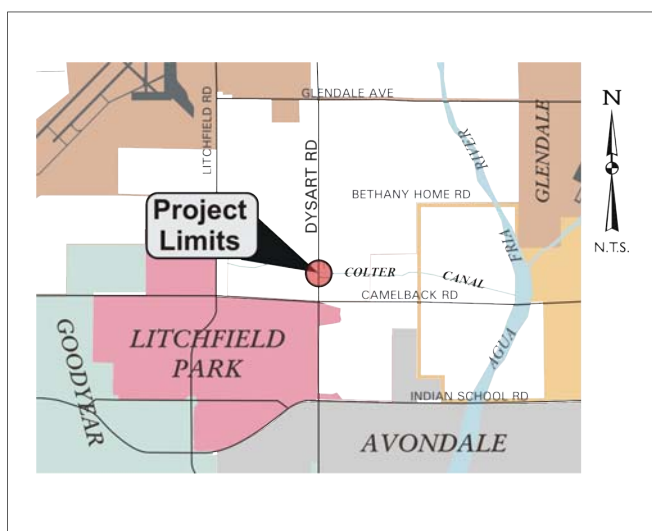
The purpose of this project is to **widen the existing bridge** to accommodate bike lanes in addition to the current four lanes of traffic. The public benefit is increased traffic safety.

Job TT190



Key Issues:

- Kinder Morgan gas line on west side of the bridge



Project Manager:

Andrzej Wojakiewicz, P.E., S.E.
County Bridge Engineer
(602) 506-8625
andrzejwojakiewicz@mail.maricopa.gov

District: 4

Length: Spot improvement

Detours: N/A

IGA Partner: None at this time

Est. Const. Date: FY 2006/2007

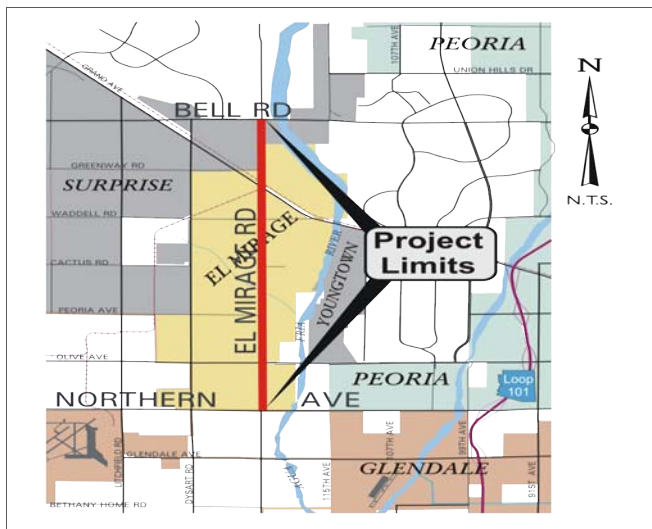
Right-of-Way: Right-of-way will need to be acquired

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$300	\$300	\$0	\$0	\$0	\$0	\$300
MCDOT Labor	\$0	\$40	\$20	\$20	\$0	\$0	\$0	\$40
Project Total	\$0	\$340	\$320	\$20	\$0	\$0	\$0	\$340
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$340	\$320	\$20	\$0	\$0	\$0	\$340

EL MIRAGE ROAD: Northern Avenue to Bell Road (Corridor Study)

Job TT167



Project Manager:

Renee Probst
Senior Planner
(602) 506-8622
reeneeprobst@mail.maricopa.gov

The purpose of this project is to prepare a **corridor study** from Northern Avenue to Bell Road.

Key Issues:

- Access control and corridor improvement
- Included in the MAG Regional Transportation Plan

District: 4

Length: 6 miles

Detours: N/A

IGA Partner: None

Est. Const. Date: Funded for study only

Right-of-Way: N/A

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$75	\$225	\$150	\$0	\$0	\$0	\$0	\$150
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$20	\$20	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$95	\$245	\$150	\$0	\$0	\$0	\$0	\$150
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$95	\$245	\$150	\$0	\$0	\$0	\$0	\$150

ELLSWORTH ROAD: Hunt Highway to Riggs Road

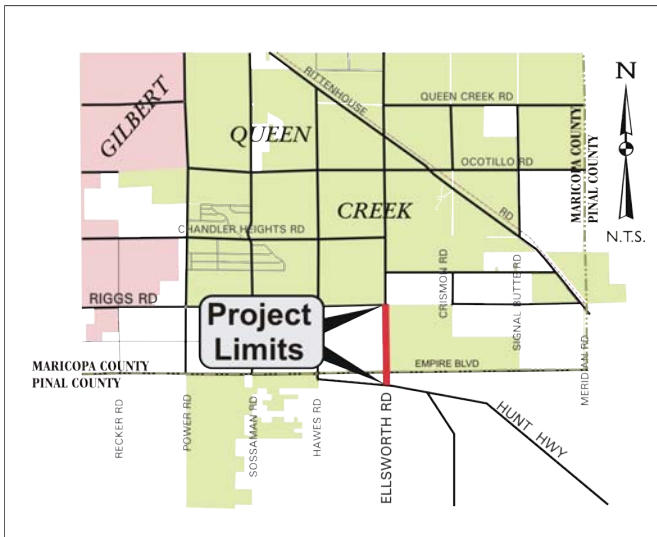


Job TT178



Key Issues:

- Coordinate with adjacent jurisdictions



District:	1
Length:	1 mile
Detours:	None anticipated
IGA Partner:	None
Est. Const. Date:	N/A
Right-of-Way:	Additional right-of-way may be required



Project Manager:

Sami Ayoub, P.E., DSc, PMP
Project Manager
(602) 506-4662
samiayoub@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$250	\$250	\$0	\$0	\$0	\$0	\$250
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$20	\$20	\$0	\$0	\$0	\$0	\$20
Project Total	\$0	\$270	\$270	\$0	\$0	\$0	\$0	\$270
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$270	\$270	\$0	\$0	\$0	\$0	\$270

ELLSWORTH ROAD: Germann Road to Elliot Road



Job TT068



Key Issues:

- Coordination with the City of Mesa, FCDMC and utilities
- Need to be built as soon as possible
- Phase 1: Germann Road to Ray Road
- Phase 2: Ray Road to Elliot Road

District: 1 & 2

Length: 5.5 miles

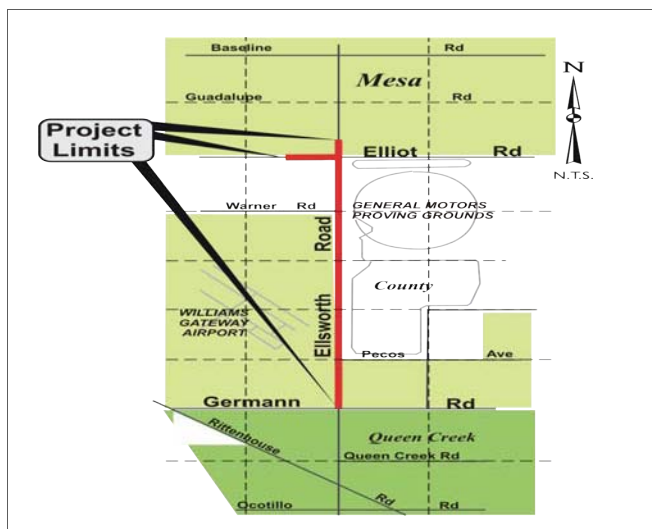
Detours: None anticipated

IGA Partner: City of Mesa, FCDMC

Est. Const. Date: Phase 1: FY 2006
Phase 2: FY 2006

Right-of-Way: The current total width for the road varies from 100' to 120'.

Additional right-of-way will be acquired to provide a total width of 130' and up to 140' at the major intersections. A new drainage easement will be acquired for the channel, ranging from 70' to 200' wide



Project Manager:

Sami Ayoub, P.E., DSc, PMP
Project Manager
(602) 506-4662
samiayoub@mail.maricopa.gov

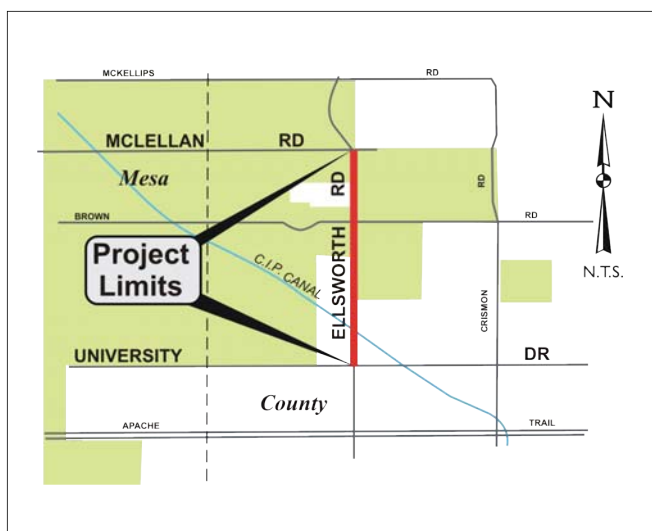
Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$1,914	\$1,914	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$2,369	\$2,369	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$200	\$200	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$453	\$453	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$1,294	\$1,294	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$25,650	\$17,350	\$8,300	\$0	\$0	\$0	\$25,650
MCDOT Labor	\$441	\$486	\$35	\$10	\$0	\$0	\$0	\$45
Project Total	\$6,671	\$32,366	\$17,385	\$8,310	\$0	\$0	\$0	\$25,695
Reimbursements	(\$7,141)	(\$16,924)	(\$7,298)	(\$2,485)	\$0	\$0	\$0	(\$9,783)
MCDOT Net Cost	(\$470)	\$15,442	\$10,087	\$5,825	\$0	\$0	\$0	\$15,912

ELLSWORTH ROAD: University Drive to McLellan Road



Job TT062



Project Manager:

Sami Ayoub, P.E., DSc, PMP
Project Manager
(602) 506-4662
samiayoub@mail.maricopa.gov

This project will **reconstruct the existing two-lane road** to provide four travel lanes (two in each direction) with a raised center median. This project, which is scheduled in two phases, will also widen ¼ mile of Adobe Road. Phase One is at the intersection of Brown Road and Ellsworth Road. The partners include Maricopa County, the City of Mesa and two private developers. Phase Two is along Ellsworth Road from University Drive to McLellan Road minus the intersection completed in Phase One. Partners include Maricopa County and the City of Mesa.



Key Issues:

- Coordination with the City of Mesa and developers
- Need to be built as soon as possible
- Phase 1: Brown Road intersection
- Phase 2: Remaining project completion

District: 2

Length: 1.8 mile

Detours: None anticipated

IGA Partner: City of Mesa

Est. Const. Date: Phase 1: FY 2005
Phase 2: FY 2006

Right-of-Way: No additional right-of-way will be required

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$718	\$718	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$300	\$300	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$276	\$276	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,900	\$8,775	\$6,265	\$610	\$0	\$0	\$0	\$6,875
MCDOT Labor	\$268	\$278	\$10	\$0	\$0	\$0	\$0	\$10
Project Total	\$3,464	\$10,349	\$6,275	\$610	\$0	\$0	\$0	\$6,885
Reimbursements	\$0	\$3159	\$3159	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$3,464	\$7190	\$3116	\$610	\$0	\$0	\$0	\$3726

FIG SPRINGS ROAD: New River Road to Tonto National Forest



The purpose of this project is to prepare a **Design Concept Report** to establish design parameters for paving the roadway for the traveling public so that right-of-way, drainage, utility relocation and environmental requirements can be identified and an accurate cost estimate can be made for increasing the capacity and safety of the roadway. The public benefit is identification of cost and design parameters for construction. Area residents and other concerned individuals have the opportunity to express their views on the proposed project and be involved in the decision-making process.

Job TT184



Key Issues:

- Dust
- Equestrian
- Find the most feasible alternative (i.e., 15th Avenue)



Project Manager:

Nariman Zadeh, P.E.
Project Manager
(602) 506-8623
narimanzadeh@mail.maricopa.gov

District: 3

Length: 1.75 mile

Detours: N/A

IGA Partner: N/A

Est. Const. Date: This project is funded for study only

Right-of-Way: ROW will be acquired as needed

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$65	\$90	\$25	\$0	\$0	\$0	\$0	\$25
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$5	\$10	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$70	\$100	\$30	\$0	\$0	\$0	\$0	\$30
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$70	\$100	\$30	\$0	\$0	\$0	\$0	\$30

FIRE STATION @ 111TH AVENUE (Traffic Signal)



This project will **install mid-block traffic signals** to allow the safe ingress and egress from the fire station.

Job TT165



Key Issues:

- None



District: 4

Length: N/A

Detours: None

IGA Partner: Sun City Fire Department

Est. Const. Date: FY 2005

Right-of-Way: None

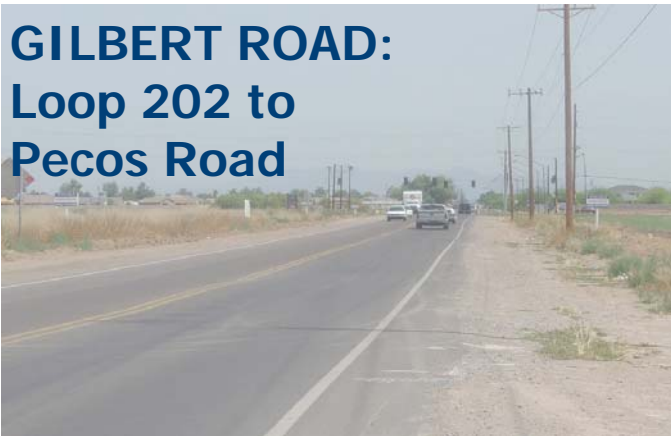


Project Manager:

Chris Kmetty, P.E.
Project Manager
(602) 506-4611
chriskmetty@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$7	\$7	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$1	\$1	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$47	\$47	\$0	\$0	\$0	\$0	\$47
MCDOT Labor	\$2	\$9	\$7	\$0	\$0	\$0	\$0	\$7
Project Total	\$10	\$64	\$54	\$0	\$0	\$0	\$0	\$54
Reimbursements	(\$20)	(\$20)	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	(\$10)	\$44	\$54	\$0	\$0	\$0	\$0	\$54

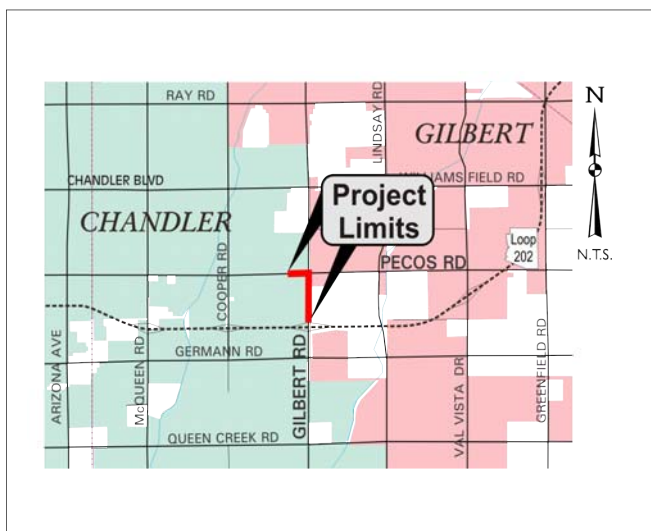


Job TT187



Key Issues:

- City of Chandler is the lead agency for construction; MCDOT is a financial partner only



Project Manager:

Jon A. White
Intergovernmental Policy Manager
(602) 506-0012
jonwhite@mail.maricopa.gov

District: 1

Length: Approximately 0.85 mile

Detours: None anticipated

IGA Partner: City of Chandler

Est. Const. Date: Spring 2005

Right-of-Way: No additional ROW is required at this time

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$815	\$1,630	\$815	\$0	\$0	\$0	\$0	\$815
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$250	\$300	\$20	\$30	\$0	\$0	\$0	\$50
Project Total	\$1,065	\$1,930	\$835	\$30	\$0	\$0	\$0	\$865
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,065	\$1,930	\$835	\$30	\$0	\$0	\$0	\$865

GILBERT ROAD: Warner Road to Water Tank Road



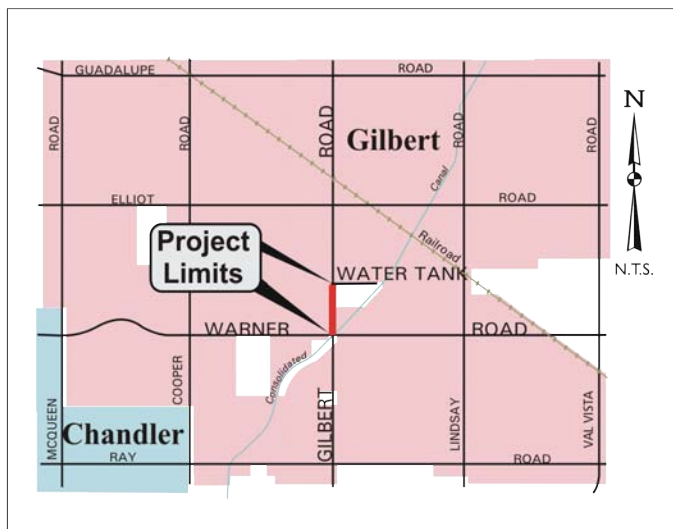
Job TT122

The Town of Gilbert is designing and constructing this project, which will **widen Gilbert Road** north of Warner Road and eliminate a scalloped section of the roadway. The Town of Gilbert will be the lead agency.



Key Issues:

- Elimination of a scalloped street segment



Project Manager:

Nariman Zadeh, P.E.
Project Manager
(602) 506-8623
narimanzadeh@mail.maricopa.gov

District: 1 & 2
Length: 0.5 mile
Detours: N/A
IGA Partner: Town of Gilbert
Est. Const. Date: N/A
Right-of-Way: No additional ROW is required at this time

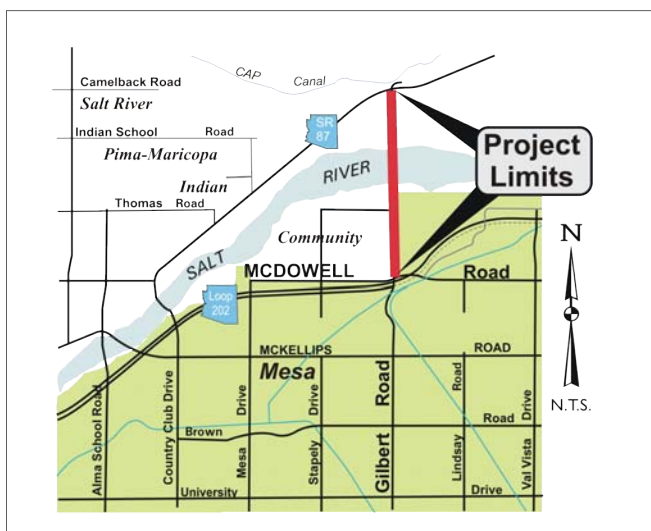
Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$600	\$1,000	\$400	\$0	\$0	\$0	\$0	\$400
Construction	\$0	\$0	\$1	\$0	\$0	\$0	\$0	\$1
MCDOT Labor	\$34	\$35	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$634	\$1,035	\$401	\$0	\$0	\$0	\$0	\$401
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$634	\$1,035	\$401	\$0	\$0	\$0	\$0	\$401

GILBERT ROAD: McDowell Road to SR 87



Job TT081



This project consists of the **construction of a six-lane roadway** from McDowell Road to Thomas Road. In addition, a two-lane northbound roadway will be constructed from Thomas Road to SR 87 through the Salt River bottom and a two-lane southbound roadway will be constructed from SR 87 to Thomas Road using the existing bridge at the Salt River.

Key Issues:

- Environmental issues regarding the proximity of the Salt River
- Right-of-way on tribal land
- Forming financial partnerships to extend the project to SR 87 and include widening McDowell Road from Mesa Drive to Gilbert Road to include a sound wall
- Included in the MAG Regional Transportation Plan

District: 2

Length: 2.75 miles

Detours: Construction sequencing will eliminate road closures

IGA Partner: City of Mesa, ADOT, SRPMIC, FHWA funding via MAG

Est. Const. Date: July 2005

Right-of-Way: Additional right-of-way is being purchased from the Salt River Pima-Maricopa Indian community and homeowners on the east side of the road

Project Manager:

Tom Larson, P.E., R.L.S.
Project Manager
(602) 506-2166
thomaslaron@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$1,891	\$1,891	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$4,260	\$4,260	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$127	\$527	\$0	\$400	\$0	\$0	\$0	\$400
Utilities	\$149	\$149	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$1,700	\$1,700	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$344	\$9,744	\$8,780	\$620	\$0	\$0	\$0	\$9,400
MCDOT Labor	\$847	\$887	\$40	\$0	\$0	\$0	\$0	\$40
Project Total	\$9,318	\$19,158	\$8,820	\$1,020	\$0	\$0	\$0	\$9,840
Reimbursements	(\$2,521)	(\$3,021)	\$0	(\$500)	\$0	\$0	\$0	(\$500)
MCDOT Net Cost	\$6,797	\$16,137	\$8,820	\$520	\$0	\$0	\$0	\$9,340

GREENWAY ROAD @ Loop 303



This project will **install traffic signals** at the intersection to improve safety, reduce congestion and improve traffic flow.

Job TT160



Key Issues:

- None



District: 4

Length: N/A

Detours: Road closure in April 2005

IGA Partner: City of Surprise

Est. Const. Date: FY 2005

Right-of-Way: No additional ROW is required at this time



Project Manager:

Chris Kmetty, P.E.
Project Manager
(602) 506-4611
chriskmetty@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$66	\$66	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$50	\$50	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$9	\$9	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$20	\$20	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$471	\$496	\$25	\$0	\$0	\$0	\$0	\$25
MCDOT Labor	\$82	\$87	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$698	\$728	\$30	\$0	\$0	\$0	\$0	\$30
Reimbursements	(\$375)	(\$375)	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$323	\$353	\$30	\$0	\$0	\$0	\$0	\$30

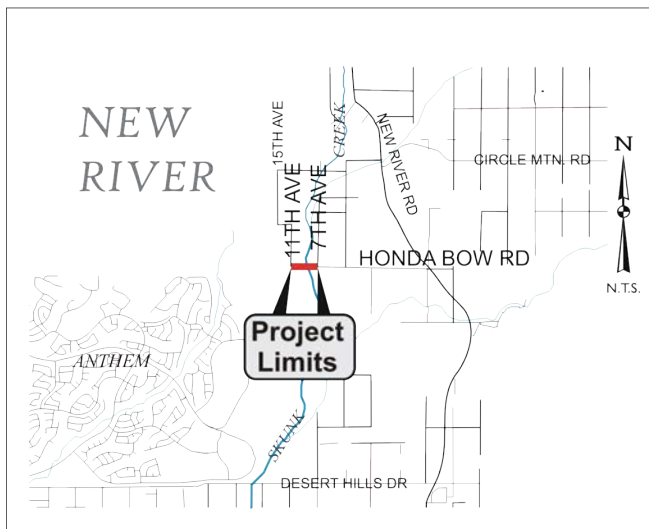
HONDA BOW ROAD: 7th Avenue to 11th Avenue

Job TT194

The purpose of this project is to prepare a **Design Concept Report** to establish parameters for paving and an all weather crossing of the roadway so that right-of-way, drainage, utility relocation and environmental requirements can be identified and an accurate cost estimate can be made for increasing the safety of the roadway. At Skunk Creek there is a big dip crossing, which during heavy storms, prevents emergency vehicles and school buses from crossing. Construction is not scheduled at this time and is contingent on both the study results and funding availability.

Key Issues:

- None



Project Manager:

Tom Larson, P.E., R.L.S.
Project Manager
(602) 506-2166
thomaslarson@mail.maricopa.gov

District: 3
Length: 0.5 mile
Detours: To be determined
IGA Partner: None
Est. Const. Date: N/A
Right-of-Way: No additional ROW is required at this time

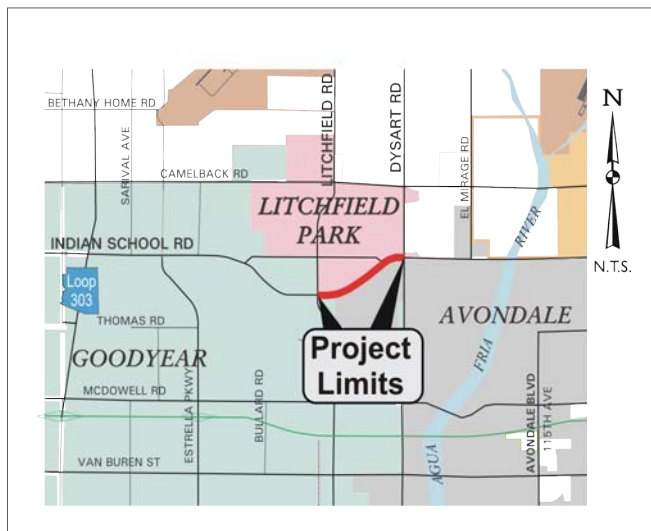
Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$75	\$75	\$0	\$0	\$0	\$0	\$75
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$10	\$10	\$0	\$0	\$0	\$0	\$10
Project Total	\$0	\$85	\$85	\$0	\$0	\$0	\$0	\$85
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$85	\$85	\$0	\$0	\$0	\$0	\$85

INDIAN SCHOOL ROAD: Litchfield Road to Dysart Road



Job TT186



Project Manager:

Tom Larson, P.E., R.L.S.
Project Manager
(602) 506-2166
thomaslarson@mail.maricopa.gov

The purpose of this project is to widen Indian School Road to four lanes, plus a center dual left turn lane. Initially a **Design Concept Report** will be prepared to establish design parameters, right-of-way, drainage, utility relocation and environmental requirements and an accurate cost estimate can be made for increasing the capacity and safety of the roadway. The City of Litchfield Park borders the roadway on the north and the City of Avondale borders the roadway on the south. Both are potential financial partners.

Key Issues:

- Roadway drainage
- Formation of partnerships
- Traffic capacity
- Traffic safety

District: 4

Length: 1.4 miles

Detours: None anticipated

IGA Partner: Potential partnerships with the City of Avondale and the City of Litchfield Park

Est. Const. Date: 03/2006

Right-of-Way: Approximately 110' of existing right-of-way; 140' to 150' right-of-way will be needed to complete the project

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$65	\$490	\$425	\$0	\$0	\$0	\$0	\$425
Right-of-Way	\$370	\$370	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$250	\$250	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$4,400	\$650	\$3,750	\$0	\$0	\$0	\$4,400
MCDOT Labor	\$5	\$45	\$10	\$30	\$0	\$0	\$0	\$40
Project Total	\$690	\$5,555	\$1,085	\$3,780	\$0	\$0	\$0	\$4,865
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$690	\$5,555	\$1,085	\$3,780	\$0	\$0	\$0	\$4,865

LOWER BUCKEYE ROAD @ 67th Avenue



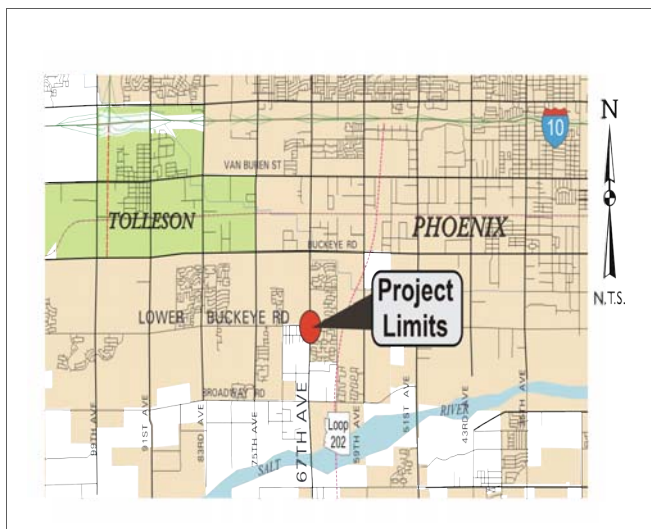
This project will **install traffic signals** at the intersection to improve safety, reduce congestion and improve traffic flow.

Job TT158



Key Issues:

- None



Project Manager:

Chris Kmetty, P.E.
Project Manager
(602) 506-4611
chriskmetty@mail.maricopa.gov

District: 5

Length: Intersection spot improvement

Detours: None anticipated

IGA Partner: None

Est. Const. Date: FY 2006

Right-of-Way: No additional ROW is required at this time

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$33	\$33	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$20	\$20	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$4	\$4	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$80	\$80	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$195	\$195	\$0	\$0	\$0	\$0	\$195
MCDOT Labor	\$22	\$44	\$22	\$0	\$0	\$0	\$0	\$22
Project Total	\$159	\$376	\$217	\$0	\$0	\$0	\$0	\$217
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$159	\$376	\$217	\$0	\$0	\$0	\$0	\$217

MC 85: Turner Road to 75th Avenue (Corridor Study Update)

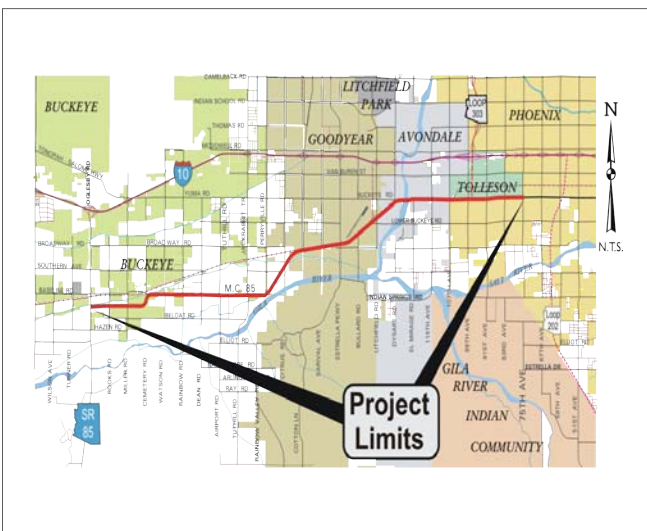


Job TT166



Key Issues:

- Access control
- Partnering effort
- Ultimate and interim program features



District: 4 & 5

Length: 25 miles

Detours: N/A

IGA Partner: None

Est. Const. Date: This project is funded for study only

Right-of-Way: No additional ROW is required at this time



Project Manager:

Tom Larson, P.E., R.L.S.
Project Manager
(602) 506-2166
thomaslarsen@mail.maricopa.gov

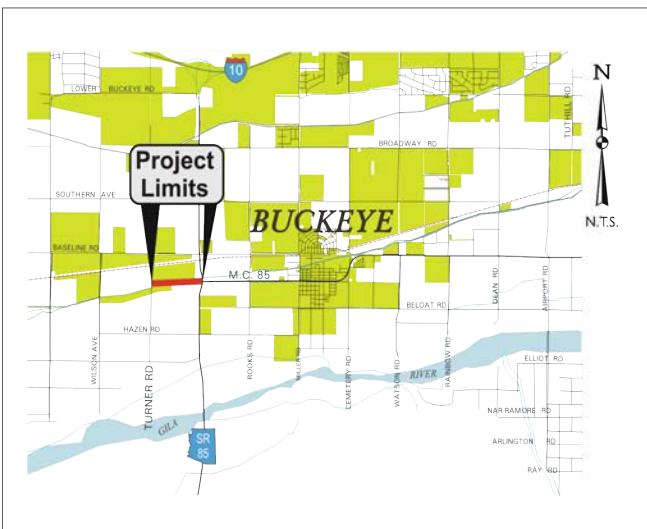
Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$200	\$300	\$100	\$0	\$0	\$0	\$0	\$100
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$20	\$30	\$10	\$0	\$0	\$0	\$0	\$10
Project Total	\$220	\$330	\$110	\$0	\$0	\$0	\$0	\$110
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$220	\$330	\$110	\$0	\$0	\$0	\$0	\$110

MC 85 EXTENSION: Turner Road to SR 85



Job TT171



Project Manager:

Sami Ayoub, P.E., DSc, PMP
Project Manager
(602) 506-4662
samiayoub@mail.maricopa.gov

Key Issues:

- Coordinating the improvements with ADOT
- IGA with ADOT

District: 4

Length: 1 mile

Detours: None anticipated

IGA Partner: ADOT

Est. Const. Date: FY 2006

Right-of-Way: Standard

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$109	\$209	\$100	\$0	\$0	\$0	\$0	\$100
Right-of-Way	\$200	\$629	\$429	\$0	\$0	\$0	\$0	\$429
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$100	\$100	\$0	\$0	\$0	\$0	\$100
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$1,043	\$1,043	\$0	\$0	\$0	\$0	\$1,043
MCDOT Labor	\$60	\$91	\$31	\$0	\$0	\$0	\$0	\$31
Project Total	\$369	\$2,072	\$1,703	\$0	\$0	\$0	\$0	\$1,703
Reimbursements	(\$269)	(\$1,972)	(\$1,703)	\$0	\$0	\$0	\$0	(\$1,703)
MCDOT Net Cost	\$100	\$100	\$0	\$0	\$0	\$0	\$0	\$0

MC 85 @ Miller Road

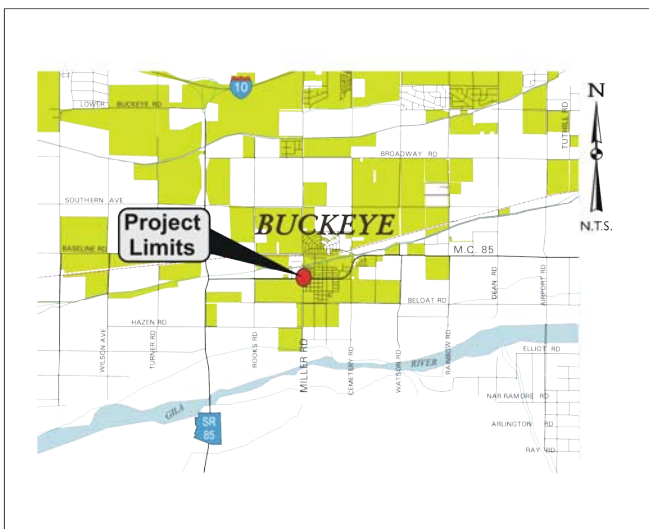


Job TT163



Key Issues:

- None



District: 4

Length: N/A

Detours: None

IGA Partner: Potential agreement with Town of Buckeye

Est. Const. Date: FY 2006

Right-of-Way: A minimal amount of right-of-way will need to be acquired



Project Manager:

Chris Kmetty, P.E.
Project Manager
(602) 506-4611
chriskmetty@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$20	\$20	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$4	\$4	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$150	\$150	\$0	\$0	\$0	\$0	\$150
Construction	\$220	\$220	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$40	\$40	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$284	\$434	\$150	\$0	\$0	\$0	\$0	\$150
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$284	\$434	\$150	\$0	\$0	\$0	\$0	\$150

MC 85: Jackrabbit Trail to Perryville Road



Job TT135



Key Issues:

- Land uses
- Truck traffic
- Drainage
- Potential partnerships

District: 4

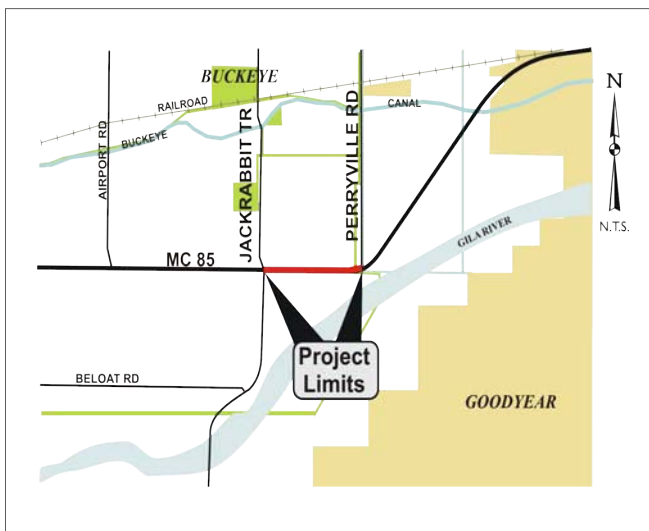
Length: 1 mile

Detours: N/A

IGA Partner: None

Est. Const. Date: This project is funded for 30% Design Concept Report only

Right-of-Way: No additional ROW is required at this time



Project Manager:

Samir M. Hatab, P.E.
Engineering Project Manager
(602) 506-2867
samhatab@mail.maricopa.gov

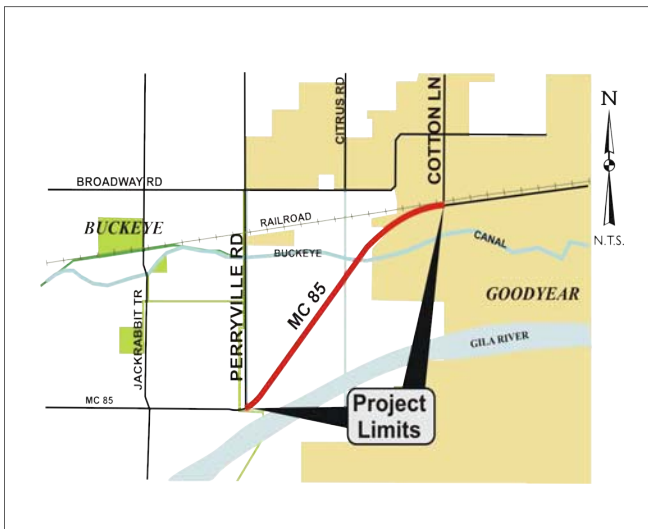
Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$200	\$0	\$200	\$0	\$0	\$0	\$200
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$31	\$1	\$25	\$5	\$0	\$0	\$31
Project Total	\$0	\$231	\$1	\$225	\$5	\$0	\$0	\$231
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$231	\$1	\$225	\$5	\$0	\$0	\$231

MC 85: Perryville Road to Cotton Lane



Job TT136



This project will develop a **Design Concept Report** to study the widening of the road so right-of-way and roadway needs can be identified and planned, and accurate cost estimates can be made for increasing the capacity and safety of the roadway.

Key Issues:

- Land uses
- Truck traffic
- Drainage
- Potential partnerships

District: 4

Length: 2.76 miles

Detours: N/A

IGA Partner: None

Project Manager:

Samir M. Hatab, P.E.
Engineering Project Manager
(602) 506-2867
samhatab@mail.maricopa.gov

Est. Const. Date: This project is funded for 30% Design Concept report only

Right-of-Way: No additional ROW is required at this time

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$400	\$0	\$400	\$0	\$0	\$0	\$400
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$559	\$600	\$1	\$40	\$0	\$0	\$0	\$41
Project Total	\$559	\$1,000	\$1	\$440	\$0	\$0	\$0	\$441
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$559	\$1,000	\$1	\$440	\$0	\$0	\$0	\$441

MC 85: Cotton Lane to Estrella Parkway

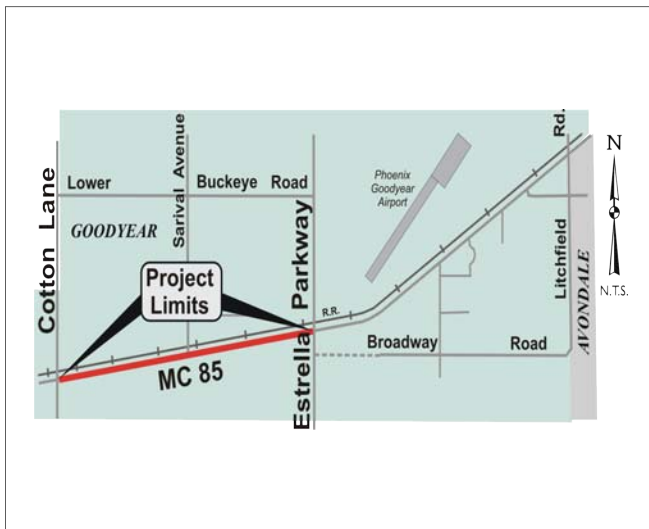


Job TT083



Key Issues:

- Utility relocations, drainage, and irrigation
- Railroad crossings
- Coordination with all entities involved



District: 4

Length: 2 miles

Detours: None anticipated

IGA Partner: Potential agreement with the City of Goodyear

Est. Const. Date: Fall 2008

Right-of-Way: The existing right-of-way varies from 50' - 120' and the proposed width of the required right-of-way is 150' - 200'



Project Manager:

Tom Larson, P.E., R.L.S.
Project Manager
(602) 506-2166
thomaslarson@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$360	\$360	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$727	\$727	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$103	\$103	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$950	\$0	\$700	\$250	\$0	\$0	\$950
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,020	\$4,100	\$0	\$0	\$3,080	\$0	\$0	\$3,080
MCDOT Labor	\$340	\$378	\$3	\$5	\$30	\$0	\$0	\$38
Project Total	\$2,550	\$6,618	\$3	\$705	\$3,360	\$0	\$0	\$4,068
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$2,550	\$6,618	\$3	\$705	\$3,360	\$0	\$0	\$4,068

MC 85: 107th Avenue to 91st Avenue

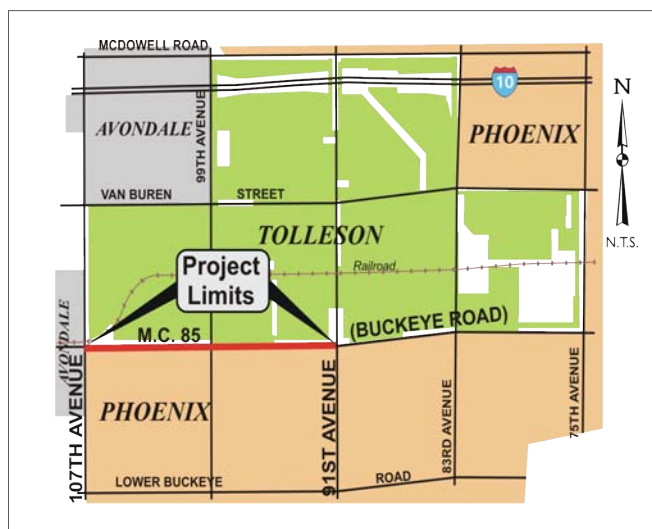


Job TT112



Key Issues:

- Impact on existing urban development
- Turning lane location and length
- Development in area
- Right-of-way
- Irrigation and utility conflicts



District: 5

Length: 2 miles

Detours: None anticipated

IGA Partner: Potential agreement with the City of Phoenix

Est. Const. Date: FY 2008 and FY 2009

Right-of-Way: The City of Phoenix has requested 140' right-of-way with median openings every 1/8 of a mile



Project Manager:

Sami Ayoub, P.E., DSc, PMP
Project Manager
(602) 506-4662
samiayoub@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$470	\$870	\$400	\$0	\$0	\$0	\$0	\$400
Right-of-Way	\$0	\$2,900	\$0	\$2,900	\$0	\$0	\$0	\$2,900
Environmental	\$0	\$10	\$10	\$0	\$0	\$0	\$0	\$10
Utilities	\$0	\$2,100	\$0	\$0	\$2,100	\$0	\$0	\$2,100
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$8,410	\$0	\$0	\$990	\$7,420	\$0	\$8,410
MCDOT Labor	\$38	\$129	\$30	\$10	\$20	\$31	\$0	\$91
Project Total	\$508	\$14,419	\$440	\$2,910	\$3,110	\$7,451	\$0	\$13,911
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$508	\$14,419	\$440	\$2,910	\$3,110	\$7,451	\$0	\$13,911

MC 85: 91st Avenue to 75th Avenue



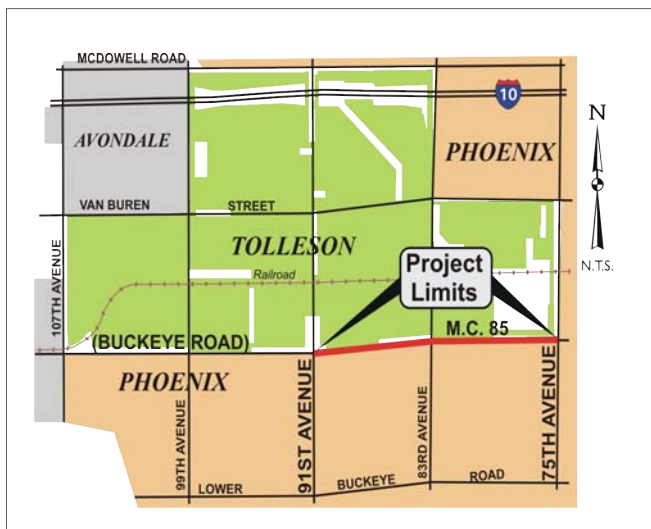
This project will **design and construct** an interim four-lane roadway with a raised center median.

Job TT 113



Key Issues:

- Development in area
- Turning lanes location and length
- Irrigation and utility conflicts



District: 5

Length: 2 miles

Detours: None anticipated

IGA Partner: Potential agreement with the City of Phoenix

Est. Const. Date: FY 2009

Right-of-Way: The City of Phoenix has requested 140' of right-of-way with median openings every 1/8 of a mile



Project Manager:

Sami Ayoub, P.E., DSc, PMP
Project Manager
(602) 506-4662
samiayoub@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$100	\$1,000	\$900	\$0	\$0	\$0	\$0	\$900
Right-of-Way	\$0	\$3,400	\$0	\$3,400	\$0	\$0	\$0	\$3,400
Environmental	\$12	\$12	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$2,600	\$0	\$0	\$2,600	\$0	\$0	\$2,600
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$8,100	\$0	\$0	\$0	\$8,100	\$0	\$8,100
MCDOT Labor	\$9	\$179	\$50	\$50	\$40	\$30	\$0	\$170
Project Total	\$121	\$15,291	\$950	\$3,450	\$2,640	\$8,130	\$0	\$15,170
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$121	\$15,291	\$950	\$3,450	\$2,640	\$8,130	\$0	\$15,170

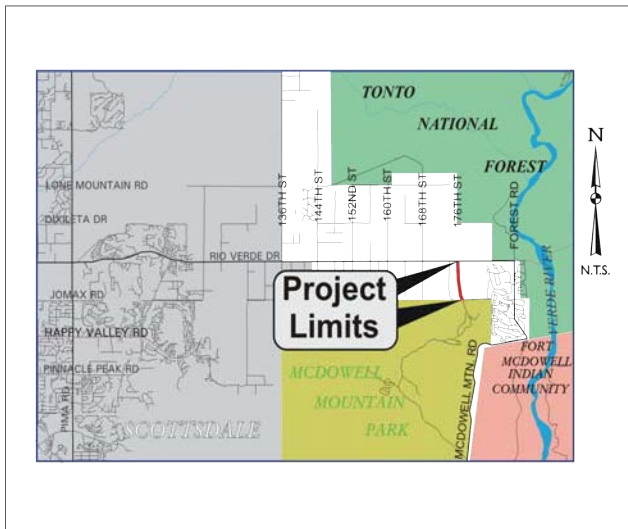
MCDOWELL MOUNTAIN PARK: North Entrance

This project will construct a paved road from Rio Verde Drive to the north entrance of the McDowell Mountain Park approximately along the 176th Street alignment, construct a north entrance for the park, and connect to existing park roads. The first phase is to complete a **design concept report** to identify the design parameters, right-of-way required and cost estimate to pave the road.

Job TT197

Key Issues:

- This project has been put on hold indefinitely



Project Manager:

None

District: 2

Length: TBD

Detours: N/A

IGA Partner: Maricopa County Parks and Recreation

Est. Const. Date: TBD

Right-of-Way: TBD

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

MCDOWELL MOUNTAIN ROAD: Town of Fountain Hills City Limits to Forest Road



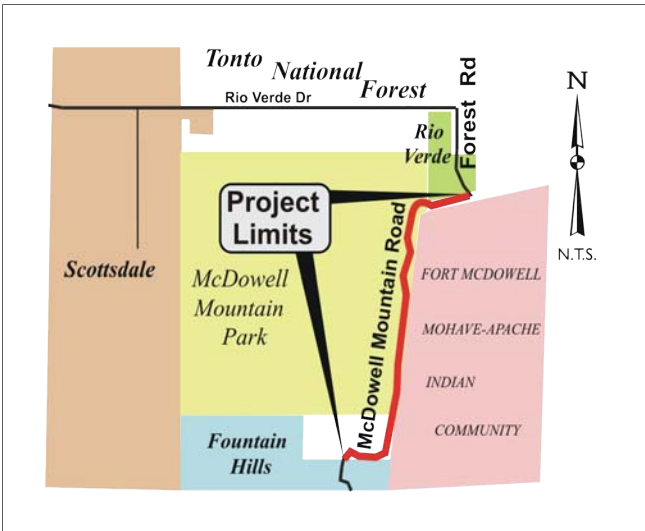
This project will **widen the existing pavement** by five feet on each side of the roadway, from the Fountain Hills city limits to Forest Road, to create a safer environment for bicyclists.

Job TT108



Key Issues:

- The paved surface will make the roadway safer for all users
- It provides a place for cyclists to ride outside the travel lanes
- Removes the necessity for motorists to cross the center lane to pass cyclists



District: 2

Length: 8.25 miles

Detours: None anticipated

IGA Partner: Federal funds through MAG

Est. Const. Date: 2007

Right-of-Way: Negotiations with Maricopa County Parks and Recreation



Project Manager:

Samir M. Hatab, P.E.
Engineering Project Manager
(602) 506-2867
samhatab@mail.maricopa.gov

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$1,260	\$0	\$1,260	\$0	\$0	\$0	\$1,260
MCDOT Labor	\$40	\$110	\$10	\$60	\$0	\$0	\$0	\$70
Project Total	\$40	\$1,370	\$10	\$1,320	\$0	\$0	\$0	\$1,330
Reimbursements	\$0	(\$533)	\$0	(\$533)	\$0	\$0	\$0	(\$533)
MCDOT Net Cost	\$40	\$837	\$10	\$787	\$0	\$0	\$0	\$797

MCDOWELL ROAD: Alma School Road to SR 87

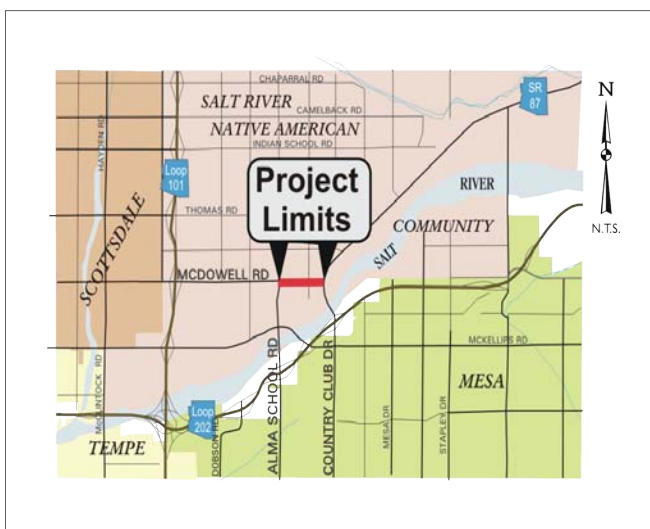


Job TT170



Key Issues:

- Right-of-way acquisition



Project Manager:

Ray Smith, P.E., R.L.S.
Project Manager
(602) 506-2901
raysmith@mail.maricopa.gov

District: 2

Length: 0.75 mile

Detours: None anticipated

IGA Partner: Potential agreement with Salt River-Pima Maricopa Indian Community

Est. Const. Date: Design only FY 2006

Right-of-Way: Additional right-of-way will be required

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$300	\$300	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor		\$100	\$100	\$0	\$0	\$0	\$0	\$100
Project Total	\$300	\$400	\$100	\$0	\$0	\$0	\$0	\$100
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$300	\$400	\$100	\$0	\$0	\$0	\$0	\$100

MISSOURI AVENUE @ Dysart Road



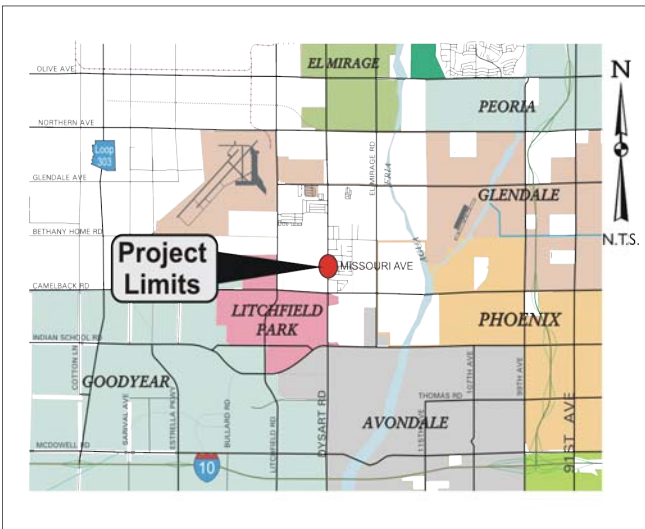
This project will **install traffic signals** at the intersection to improve safety, reduce congestion and improve traffic flow.

Job TT162



Key Issues:

- None



District: 4

Length: N/A

Detours: None

IGA Partner: None

Est. Const. Date: FY 2006

Right-of-Way: No additional ROW required at this time



Project Manager:

Chris Kmetty, P.E.
Project Manager
(602) 506-4611
chriskmetty@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$23	\$23	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$3	\$3	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$288	\$288	\$0	\$0	\$0	\$0	\$288
MCDOT Labor	\$30	\$30	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$56	\$344	\$288	\$0	\$0	\$0	\$0	\$288
Reimbursements	(\$121)	(\$121)	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	(\$65)	\$223	\$288	\$0	\$0	\$0	\$0	\$288

MONTEREY AVENUE @ Power Road

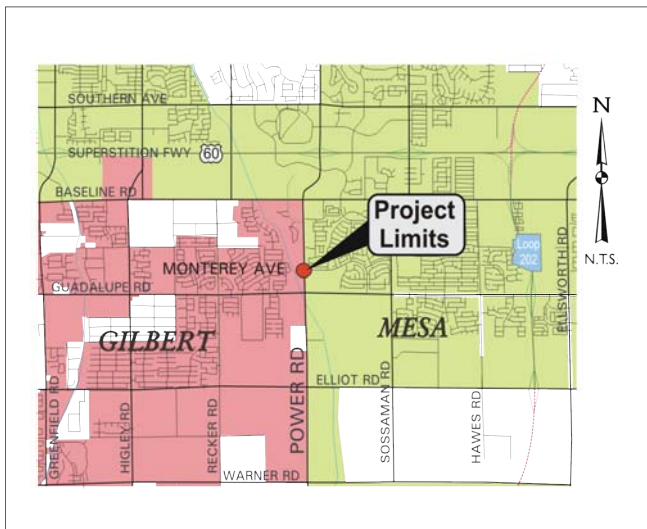


Job TT164



Key Issues:

- Coordination with Power Road from Guadalupe Road to Baseline Road (Project #68969)



District: 2

Length: N/A

Detours: None

IGA Partner: Town of Gilbert and City of Mesa

Est. Const. Date: FY 2006

Right-of-Way: Minimal right-of-way will need to be acquired



Project Manager:

Chris Kmetty, P.E.
Project Manager
(602) 506-4611
chriskmetty@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$23	\$23	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$3	\$3	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$200	\$200	\$0	\$0	\$0	\$0	\$200
MCDOT Labor	\$30	\$30	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$56	\$256	\$200	\$0	\$0	\$0	\$0	\$200
Reimbursements	(\$122)	(\$122)	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	(\$66)	\$134	\$200	\$0	\$0	\$0	\$0	\$200



NORTHERN AVENUE: SR 303 to Grand Avenue

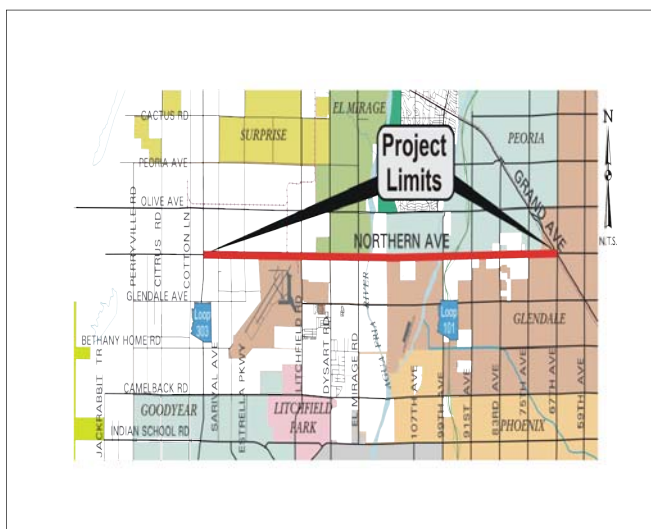
Northern Avenue is included in the MAG Regional Transportation Plan as a major arterial improvement. This project begins the **preliminary engineering work** to identify the preferred alignment, the right-of-way needed, and to begin environmental clearances. Once the environmental assessment is completed, right-of-way acquisition will begin. The County is expected to take the lead on the project with financial participation from the Cities of Glendale, El Mirage, Peoria and MAG (RTP funding).

Job TT195



Key Issues:

- None



District: 4

Length: 12.44 miles

Detours: To be determined

IGA Partner: City of Glendale, City of Peoria, MAG



Project Manager:

Bill Hahn
Project Manager
(602) 506-4614
billhahn@mail.maricopa.gov

Project expenditures in thousands

Est. Const. Date: To be determined

Right-of-Way: Right-of-way will be required; amount to be determined

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$10,000	\$500	\$3,500	\$2,000	\$2,000	\$2,000	\$10,000
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$140	\$10	\$40	\$30	\$30	\$30	\$140
Project Total	\$0	\$10,140	\$510	\$3,540	\$2,030	\$2,030	\$2,030	\$10,140
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$10,140	\$510	\$3,540	\$2,030	\$2,030	\$2,030	\$10,140

NORTHERN AVENUE @ 107th Avenue

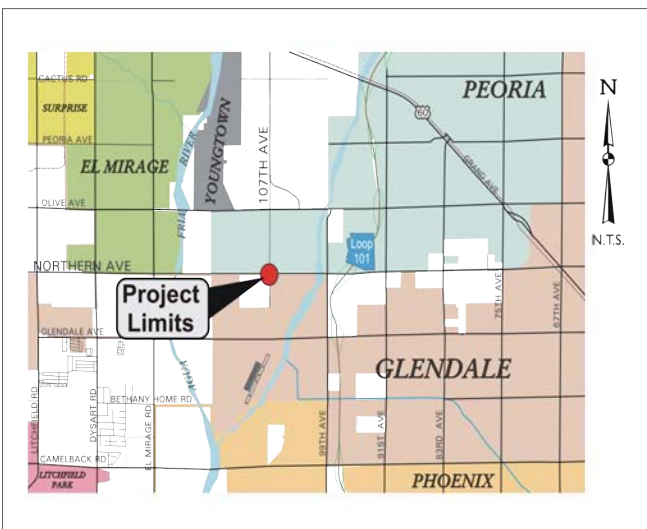


Job TT155



Key Issues:

- Included in the MAG Regional Transportation Plan



Project Manager:

Chris Kmetty, P.E.
Project Manager
(602) 506-4611
chriskmetty@mail.maricopa.gov

District: 4

Length: N/A

Detours: None

IGA Partner: City of Peoria and the City of Glendale

Est. Const. Date: FY 2006

Right-of-Way: Minimal right-of-way will need to be acquired

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$53	\$53	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$7	\$7	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$219	\$438	\$219	\$0	\$0	\$0	\$0	\$219
MCDOT Labor	\$35	\$70	\$35	\$0	\$0	\$0	\$0	\$35
Project Total	\$314	\$568	\$254	\$0	\$0	\$0	\$0	\$254
Reimbursements	(\$236)	(\$236)	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$78	\$332	\$254	\$0	\$0	\$0	\$0	\$254

OCOTILLA DRIVE: End of Maintenance to Palo Verde Drive

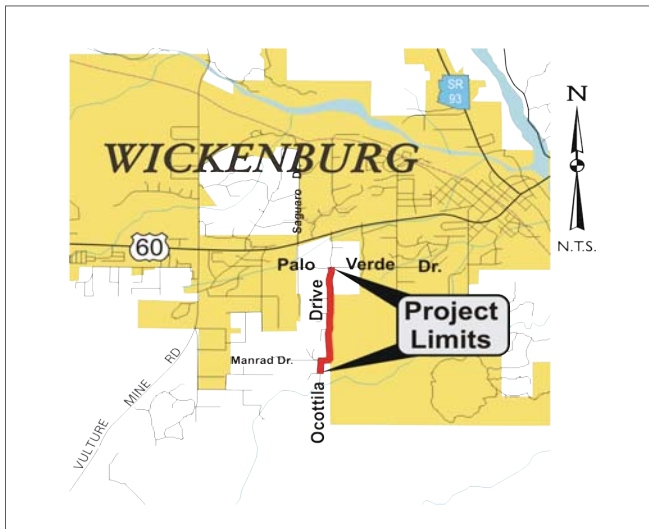


Job TT100



Key Issues:

- Drainage
- Dust



Project Manager:

Nariman Zadeh, P.E.
Project Manager
(602) 506-8623
narimanzadeh@mail.maricopa.gov

District: 4

Length: 1 mile

Detours: None anticipated

IGA Partner: None anticipated

Est. Const. Date: N/A

Right-of-Way: Right-of-way will be acquired as needed

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$71	\$71	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$500	\$0	\$0	\$500	\$0	\$0	\$500
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$1	\$1	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$72	\$572	\$0	\$0	\$500	\$0	\$0	\$500
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$72	\$572	\$0	\$0	\$500	\$0	\$0	\$500



OLD US 80 BRIDGE @ Gila River (Bridge Rehabilitation)

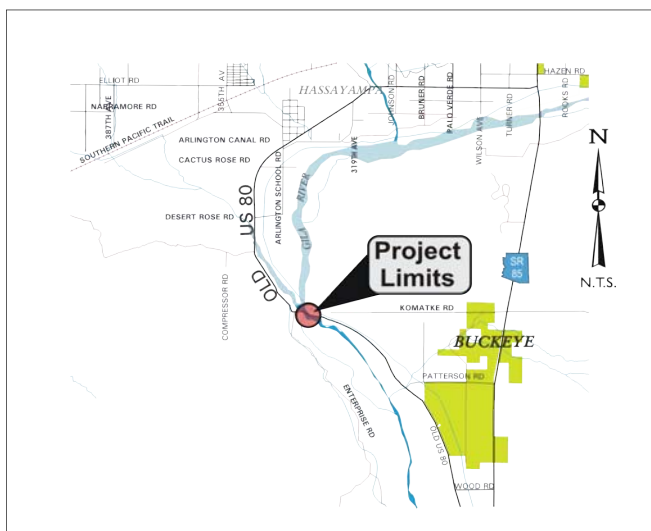
This historic bridge was constructed in 1929 and is in need of major repairs, which will require closing the bridge and constructing a temporary bypass road. Federal funds will be requested to pay for a portion of the repairs. Initially a **Design Concept Report** will be completed to identify the extent of the repairs needed and their cost prior to requesting federal funding. The public benefit is an extension of the life of the bridge.

Job TT188



Key Issues:

- At-grade bypass route across Gila River
- Historic status of the bridge
- Federal aid
- Environmental clearance



Project Manager:

Andrzej Wojakiewicz, P.E., S.E.
County Bridge Engineer
(602) 506-8625
andrzejwojakiewicz@mail.maricopa.gov

District:

5

Length:

0.5 mile

Detours:

At-grade river crossings

IGA Partner:

Federal Highway
Administration (FHWA)

Est. Const. Date: FY 2008

Right-of-Way:

Right-of-way will need to be
acquired

Project expenditures in thousands

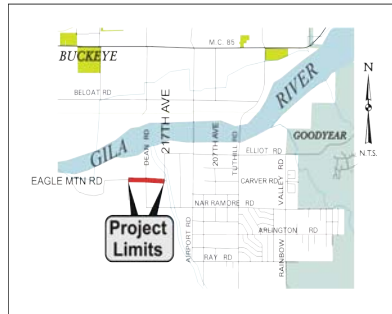
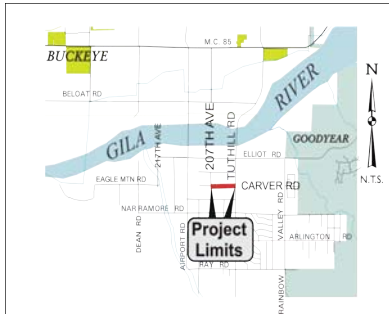
Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$70	\$740	\$170	\$500	\$0	\$0	\$0	\$670
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$250	\$0	\$0	\$250	\$0	\$0	\$250
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$6,600	\$0	\$0	\$0	\$6,600	\$0	\$6,600
MCDOT Labor	\$10	\$100	\$5	\$5	\$30	\$50	\$0	\$90
Project Total	\$80	\$7,690	\$175	\$505	\$280	\$6,650	\$0	\$7,610
Reimbursements	\$0	(\$1,000)	\$0	\$0	\$0	\$0	(\$1,000)	(\$1,000)
MCDOT Net Cost	\$80	\$6,690	\$175	\$505	\$280	\$6,650	(\$1,000)	\$6,610

PM₁₀ ROADS: Phase 4 SW Valley



This project is to pave the roadway in order to **reduce dust on dirt roads within the PM₁₀ area** to ensure compliance with federal and local air quality rules. This road was part of an earlier PM₁₀ phase project, but was changed to a stand-alone project due to cost and reconfiguration of the roadway.

Job TT048



Key Issues:

- Reduce dust in neighborhoods
- Expedited design on construction schedule
- Cost containment

Project Manager:

Ray Smith, P.E., R.L.S.
Project Manager
(602) 506-2901
raysmith@mail.maricopa.gov

District: 5

Length: 1.5 miles

Detours: None anticipated

IGA Partner: FHWA funding via MAG
Congestion Mitigation & Air
Quality Program

Est. Const. Date: FY 2006

Right-of-Way: To be determined

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$215	\$215	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$720	\$720	\$0	\$0	\$0	\$0	\$720
MCDOT Labor	\$0	\$50	\$50	\$0	\$0	\$0	\$0	\$50
Project Total	\$215	\$985	\$770	\$0	\$0	\$0	\$0	\$770
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$215	\$985	\$770	\$0	\$0	\$0	\$0	\$770

PM₁₀ ROADS: Phase 4 SE Valley



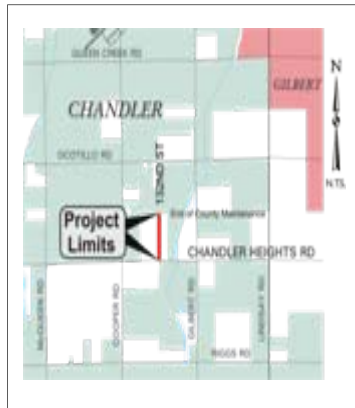
This project is to pave the roadway in order to **reduce dust on dirt roads within the PM₁₀ area** to ensure compliance with federal and local air quality rules. This road was part of an earlier PM₁₀ phase project, but was changed to a stand-alone project due to cost and reconfiguration of the roadway.

Job TT046



Key Issues:

- Reduce dust in neighborhoods
- Expedited design and construction schedule
- Cost containment



District: 1

Length: 2.65 miles

Detours: None anticipated

IGA Partner: FHWA funding via MAG
Congestion Mitigation and Air
Quality Program

Est. Const. Date: FY 2006

Right-of-Way: To be determined



Project Manager:

Ray Smith, P.E., R.L.S.
Project Manager
(602) 506-2901
raysmith@mail.maricopa.gov

Project expenditures in thousands

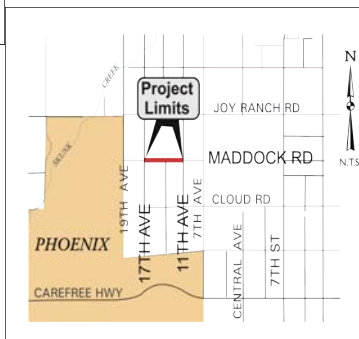
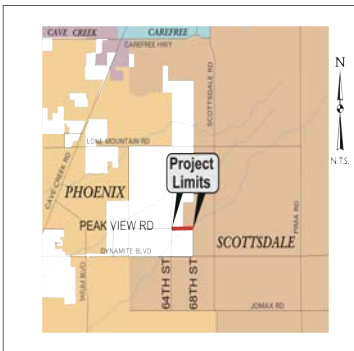
Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$215	\$215	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$150	\$900	\$750	\$0	\$0	\$0	\$0	\$750
MCDOT Labor	\$0	\$50	\$50	\$0	\$0	\$0	\$0	\$50
Project Total	\$365	\$1,165	\$800	\$0	\$0	\$0	\$0	\$800
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$365	\$1,165	\$800	\$0	\$0	\$0	\$0	\$800

PM₁₀ ROADS: Phase 4 North Valley



This project is to pave the roadway in order to **reduce dust on dirt roads within the PM₁₀ area** to ensure compliance with federal and local air quality rules. This road was part of an earlier PM₁₀ phase project, but was changed to a stand-alone project due to cost and reconfiguration of the roadway.

Job TT047



Key Issues:

- Reduce dust in neighborhoods
- Expedited design and construction schedule
- Cost containment



Project Manager:

Ray Smith, P.E., R.L.S.
Project Manager
(602) 506-2901
raysmith@mail.maricopa.gov

District: 3

Length: 2.65 miles

Detours: None anticipated

IGA Partner: FHWA funding with MAG
Congestion Mitigation & Air
Quality Program

Est. Const. Date: FY 2006

Right-of-Way: To be determined

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$215	\$215	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$1,000
MCDOT Labor	\$0	\$50	\$50	\$0	\$0	\$0	\$0	\$50
Project Total	\$215	\$1,265	\$1,050	\$0	\$0	\$0	\$0	\$1,050
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$215	\$1,265	\$1,050	\$0	\$0	\$0	\$0	\$1,050

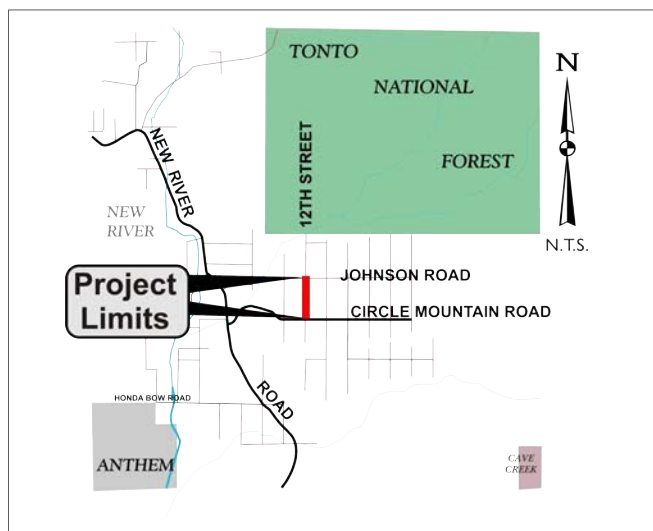


Job TT040



Key Issues:

- Major wash and two considerable washes
- New limits: Circle Mountain Road to Johnson Road



Project Manager:

Samir M. Hatab, P.E.
Engineering Project Manager
(602) 506-2867
samhatab@mail.maricopa.gov

District: 3

Length: 0.65 mile

Detours: None anticipated

IGA Partner: N/A

Est. Const. Date: FY 2006

Right-of-Way: Acquired; project bid on 04/13/2005

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$350	\$350	\$0	\$0	\$0	\$0	\$350
MCDOT Labor	\$0	\$45	\$45	\$0	\$0	\$0	\$0	\$45
Project Total	\$0	\$395	\$395	\$0	\$0	\$0	\$0	\$395
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$395	\$395	\$0	\$0	\$0	\$0	\$395

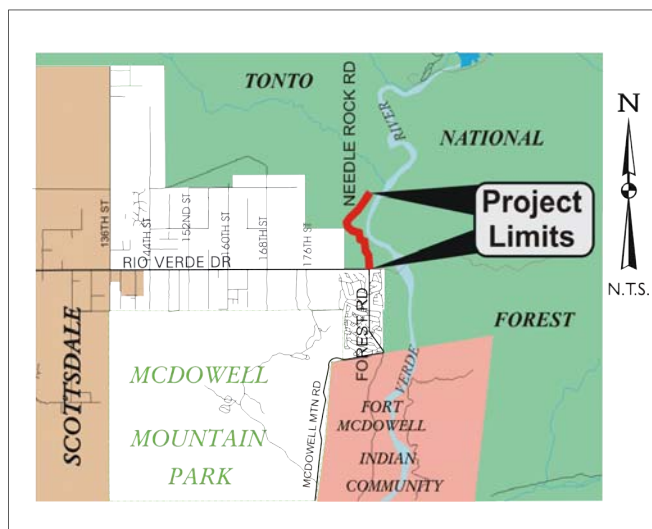


Job TT039



Key Issues:

- Environmental issues
- Tonto National Forest cooperation



Project Manager:

Ray Smith, P.E., R.L.S.
Project Manager
(602) 506-2901
raysmith@mail.maricopa.gov

District:

2

Length:

2.8 miles

Detours:

None anticipated

IGA Partner:

FHWA funding via MAG
Congestion Mitigation & Air
Quality Program

Est. Const. Date: FY 2007

Right-of-Way:

Tonto National Forest owns
the right-of-way

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$8	\$8	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$4	\$4	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$1,095	\$0	\$1,095	\$0	\$0	\$0	\$1,095
MCDOT Labor	\$13	\$33	\$10	\$10	\$0	\$0	\$0	\$20
Project Total	\$25	\$1,140	\$10	\$1,105	\$0	\$0	\$0	\$1,115
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$25	\$1,140	\$10	\$1,105	\$0	\$0	\$0	\$1,115



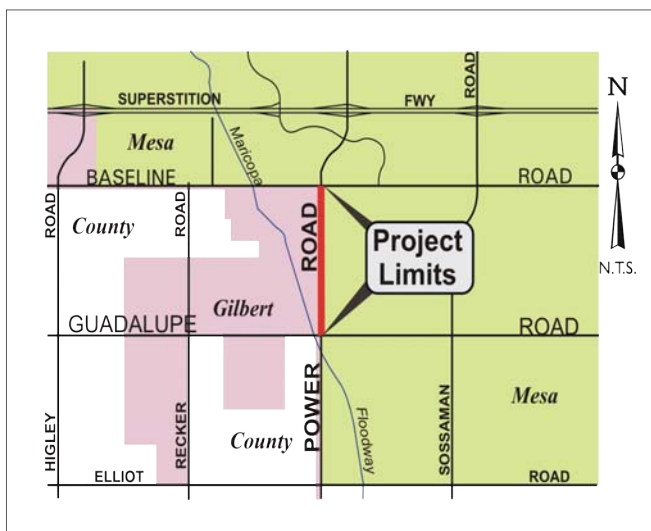
This project will **widen Power Road** between Guadalupe Road and Baseline Road to six travel lanes with a raised center median. Two bridges will also be constructed.

Job TT090



Key Issues:

- Partnership development
- Drainage
- Pending adjacent land development
- Right-of-way costs



Project Manager:

Nariman Zadeh, P.E.
Project Manager
(602) 506-8623
narimanzadeh@mail.maricopa.gov

District:

1 & 2

Length:

1 mile

Detours:

None anticipated

IGA Partner:

Town of Gilbert, City of Mesa

Est. Const. Date: FY 2007

Right-of-Way:

Additional right-of-way will be required

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$584	\$584	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$750	\$750	\$0	\$0	\$0	\$0	\$750
Environmental	\$14	\$14	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$332	\$332	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$5,750	\$0	\$5,750	\$0	\$0	\$0	\$5,750
MCDOT Labor	\$205	\$235	\$5	\$25	\$0	\$0	\$0	\$30
Project Total	\$1,135	\$7,665	\$755	\$5,775	\$0	\$0	\$0	\$6,530
Reimbursements	\$0	(\$3,154)	\$0	(\$3,154)	\$0	\$0	\$0	(\$3,154)
MCDOT Net Cost	\$1,135	\$4,511	\$755	\$2,621	\$0	\$0	\$0	\$3,376

QUEEN CREEK ROAD: Arizona Avenue to McQueen Road

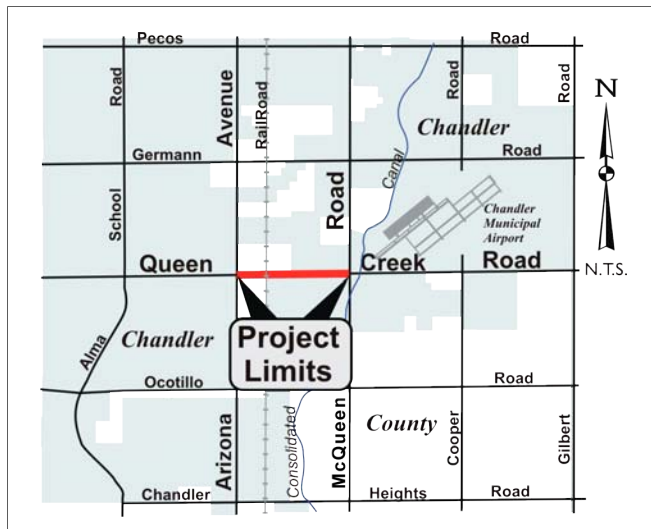


Job TT087



Key Issues:

- Utility relocation
- Union Pacific Railroad crossing
- Irrigation
- Included in the MAG Regional Transportation Plan



Project Manager:

Sami Ayoub, P.E., DSc, PMP
Project Manager
(602) 506-4662
samiayoub@mail.maricopa.gov

District: 1

Length: 1 mile

Detours: None anticipated

IGA Partner: Potential agreement with
City of Chandler

Est. Const. Date: FY 2008

Right-of-Way: The existing right-of-way is
66' wide. 130'-160' of right-
of-way will be required

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$292	\$292	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$706	\$706	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$13	\$13	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$1,000
IGA Payments	\$0	\$300	\$0	\$300	\$0	\$0	\$0	\$300
Construction	\$0	\$3,430	\$0	\$0	\$3,430	\$0	\$0	\$3,430
MCDOT Labor	\$123	\$183	\$10	\$10	\$40	\$0	\$0	\$60
Project Total	\$1,134	\$5,924	\$1,010	\$310	\$3,470	\$0	\$0	\$4,790
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,134	\$5,924	\$1,010	\$310	\$3,470	\$0	\$0	\$4,790

RIGGS ROAD @ SR 347



This project will provide **left-turn lanes** on Riggs Road to improve safety and traffic flow. An upgraded signal will be provided by ADOT.

Job TT157



Key Issues:

- Coordination with ADOT for the signal upgrade



Project Manager:

James Sargent, P.E., R.L.S.
Design Project Manager
(602) 506-8678
james.sargent@mail.maricopa.gov

District: 5

Length: N/A

Detours: N/A

IGA Partner: ADOT

Est. Const. Date: FY 2006 (July 2005)

Right-of-Way: N/A

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$27	\$27	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$4	\$4	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$50	\$50	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$270	\$270	\$0	\$0	\$0	\$0	\$270
MCDOT Labor	\$17	\$35	\$18	\$0	\$0	\$0	\$0	\$18
Project Total	\$98	\$386	\$288	\$0	\$0	\$0	\$0	\$288
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$98	\$386	\$288	\$0	\$0	\$0	\$0	\$288

RIGGS ROAD: Gilbert Road to Val Vista Drive

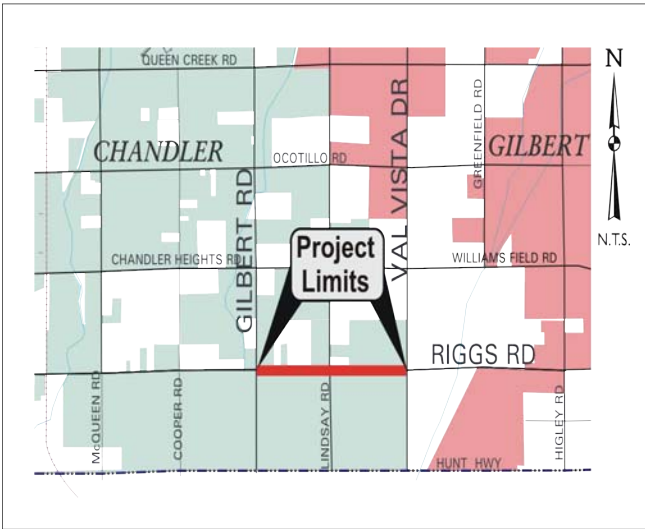


Job TT201



Key Issues:

- The City of Chandler is the lead agency
- The City of Chandler will annex the road



Project Manager:

Tom Larson, P.E., R.L.S.
Project Manager
(602) 506-2166
thomaslarson@mail.maricopa.gov

District: 1

Length: 2 miles

Detours: To be determined

IGA Partner: City of Chandler

Est. Const. Date: FY 2009

Right-of-Way: To be determined

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$400	\$0	\$0	\$0	\$400	\$0	\$400
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$0	\$400	\$0	\$0	\$0	\$400	\$0	\$400
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$400	\$0	\$0	\$0	\$400	\$0	\$400

RIO VERDE DRIVE: 136th Street to Forest Road (Shoulder Widening)



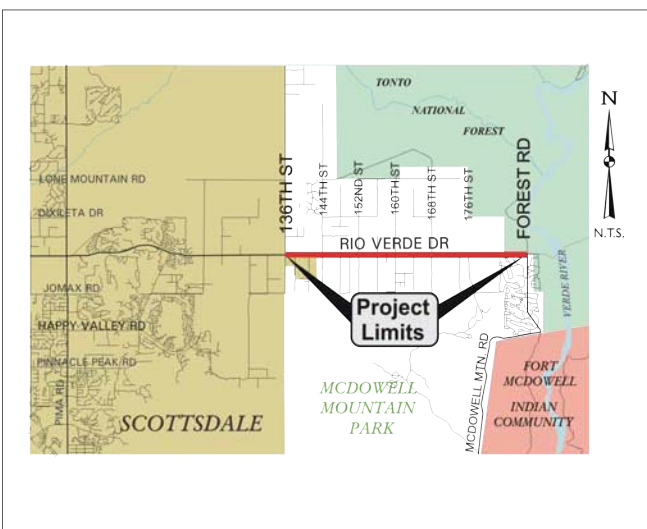
Rio Verde Drive is part of a popular bicycling route. The project will investigate the widening of the existing road to provide adequate shoulders for use as a bicycle path. Construction is contingent on receipt of federal funds. Intersection widening will also be evaluated. The public benefit is that once constructed, both motorists and bicyclists will have a safer roadway.

Job TT192



Key Issues:

- None



Project Manager:

Samir M. Hatab, P.E.
Engineering Project Manager
(602) 506-2867
samhatab@mail.maricopa.gov

District: 2

Length: 7 miles

Detours: N/A

IGA Partner: Federal Highway
Administration (FHWA)

Est. Const. Date: 2010

Right-of-Way: The amount of ROW required
is to be determined

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$200	\$0	\$0	\$200	\$0	\$0	\$200
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$1,150	\$0	\$0	\$0	\$1,150	\$0	\$1,150
MCDOT Labor	\$0	\$90	\$0	\$30	\$30	\$30	\$0	\$90
Project Total	\$0	\$1,440	\$0	\$30	\$230	\$1,180	\$0	\$1,440
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$1,440	\$0	\$30	\$230	\$1,180	\$0	\$1,440



This project consists of **milling/pulverizing the existing road surfaces** three inches in depth and replacing it with three inches of asphalt concrete pavement after stabilizing the existing base material. Portions of the following roadways will be included in Phase 1:

Arterials:

107th Avenue: Peoria Avenue to Alabama Avenue
 Alabama Avenue: 111th Avenue to 99th Avenue
 Sun City Boulevard: 111th Avenue to 99th Avenue
 107th Avenue: Del Webb to Union Hills Drive

Locals:

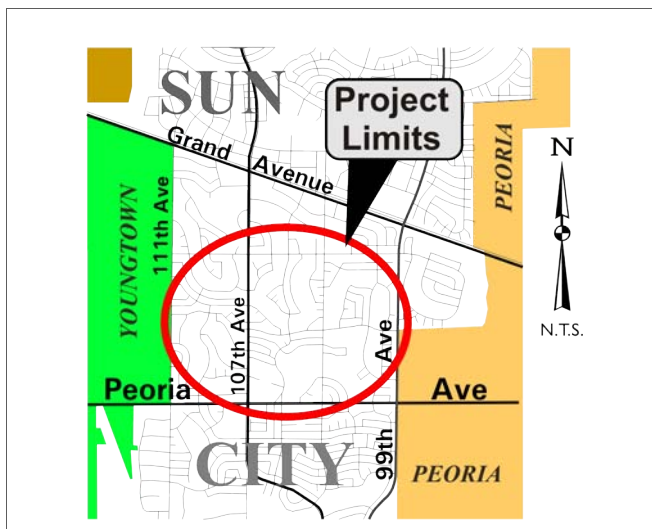
New Life Unit 1
 Units 1, 2, 3 and 4
 Sun City West Unit 10

Job TT172



Key Issues:

- None



District: 4
Length: 2.5 miles
Detours: N/A
IGA Partner: None



Project Manager:

Eric Mayer
 Civil Engineering Technician
 (602) 506-8367
 ericmayer@mail.maricopa.gov

Est. Const. Date: May/June 2005

Right-of-Way: No additional ROW is required at this time

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$3,500	\$5,500	\$2,000	\$0	\$0	\$0	\$0	\$2,000
MCDOT Labor	\$0	\$20	\$20	\$0	\$0	\$0	\$0	\$20
Project Total	\$3,500	\$5,520	\$2,020	\$0	\$0	\$0	\$0	\$2,020
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$3,500	\$5,520	\$2,020	\$0	\$0	\$0	\$0	\$2,020



This project consists of **milling/pulverizing the existing road surfaces** three inches in depth and replacing it with three inches of asphalt concrete pavement after stabilizing the existing base material. Portions of the following roadways will be included in Phase 2:

Arterials:

Agua Fria Drive
Talisman Road
Thunderbird Boulevard

Locals:

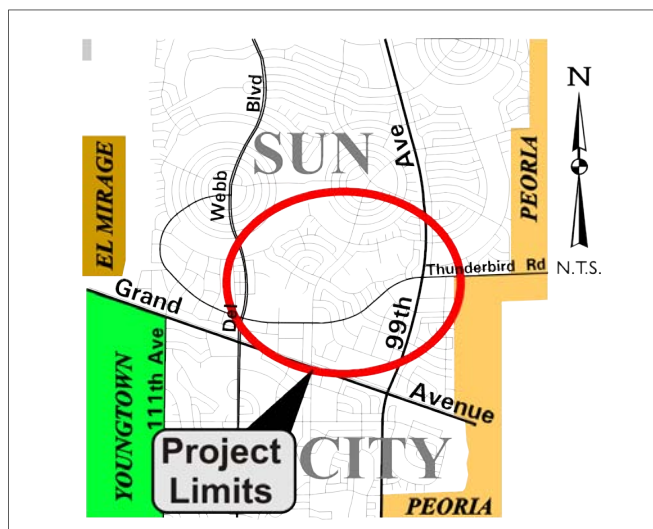
Units 11, 11-A, 12, 12-A,
14, 14-C, 15, 15-B,
15C, 15-D, 17, 17-A,
17-B, 17-D, 17-F, 17-H,
17-J, 18, 18-A, 19, 19-A,
20, 21, 21-A, 22, 22-A, 22-B

TT173



Key Issues:

- None



District: 4

Length: 33.93 miles

Detours: N/A

IGA Partner: None

Est. Const. Date: FY 2006

Right-of-Way: No additional ROW is required at this time



Project Manager:

Eric Mayer
Civil Engineering Technician
(602) 506-8367
ericmayer@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$3,500	\$0	\$3,500	\$0	\$0	\$0	\$3,500
MCDOT Labor	\$0	\$20	\$0	\$20	\$0	\$0	\$0	\$20
Project Total	\$0	\$3,520	\$0	\$3,520	\$0	\$0	\$0	\$3,520
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$3,520	\$0	\$3,520	\$0	\$0	\$0	\$3,520



This project consists of **milling/pulverizing the existing road surfaces** three inches in depth and replacing it with three inches of asphalt concrete pavement after stabilizing the existing base material. Portions of the following roadway will be included in Phase 3:

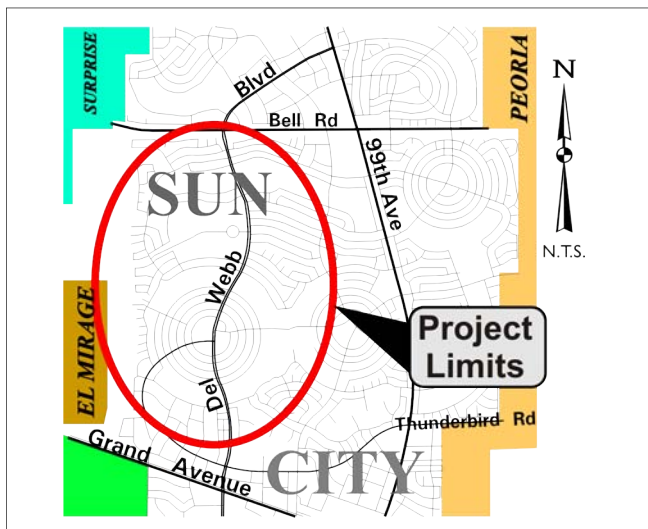
Arterials:
Greenway Road

Locals:
Units 10, 10-A, 25, 25-A,
26-A 28, 28-A, 28-B, 31,
31-A, 32, 32-A

Job TT174

Key Issues:

- None



District: 4

Length: 25.89 miles

Detours: N/A

IGA Partner: None

Est. Const. Date: FY 2007

Right-of-Way: No additional ROW is required at this time

Project Manager:

Eric Mayer
Civil Engineering Technician
(602) 506-8367
ericmayer@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$2,200	\$0	\$0	\$2,200	\$0	\$0	\$2,200
MCDOT Labor	\$0	\$20	\$0	\$0	\$20	\$0	\$0	\$20
Project Total	\$0	\$2,220	\$0	\$0	\$2,220	\$0	\$0	\$2,220
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$2,220	\$0	\$0	\$2,220	\$0	\$0	\$2,220



This project consists of **milling/pulverizing the existing road surfaces** three inches in depth and replacing it with three inches of asphalt concrete pavement after stabilizing the existing base material. Portions of the following roadways will be included in Phase 4:

Arterials:
 Agua Fria Drive
 Burns Drive
 Hutton Drive

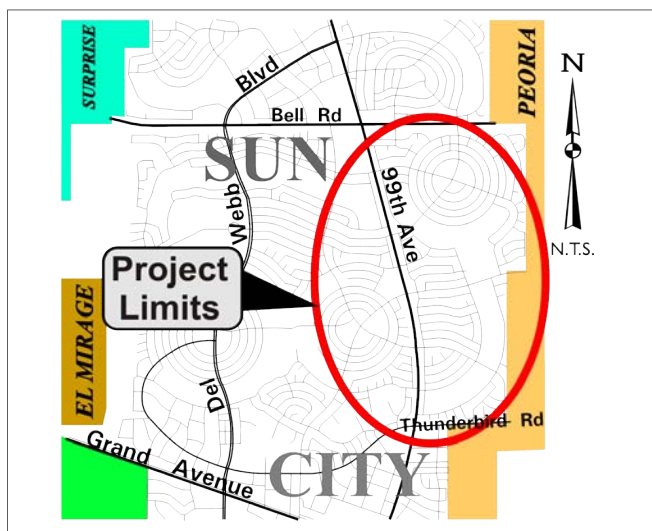
Locals:
 Units 23, 27, 30, 33,
 34, 34-A, 35, 35-A, 36

Job TT175



Key Issues:

- None



District: 4
Length: 23.14 miles
Detours: N/A
IGA Partner: None
Est. Const. Date: FY 2008
Right-of-Way: No additional ROW is required at this time



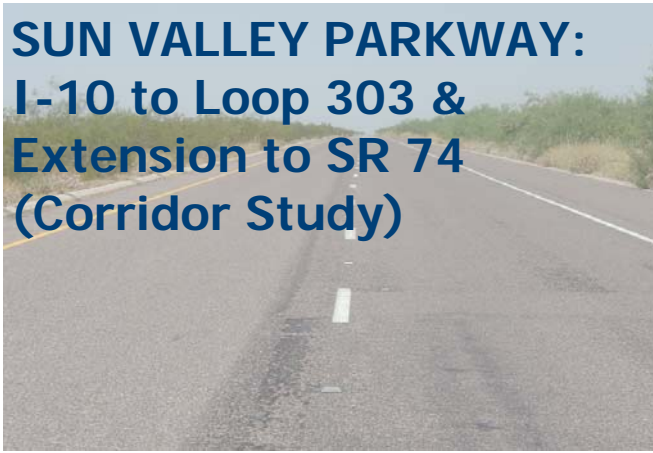
Project Manager:

Eric Mayer
 Civil Engineering Technician
 (602) 506-8367
 ericmayer@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$1,900	\$0	\$0	\$0	\$1900	\$0	\$1,900
MCDOT Labor	\$0	\$20	\$0	\$0	\$0	\$20	\$0	\$20
Project Total	\$0	\$1,920	\$0	\$0	\$0	\$1920	\$0	\$1,920
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$1,920	\$0	\$0	\$0	\$1920	\$0	\$1,920

SUN VALLEY PARKWAY: I-10 to Loop 303 & Extension to SR 74 (Corridor Study)



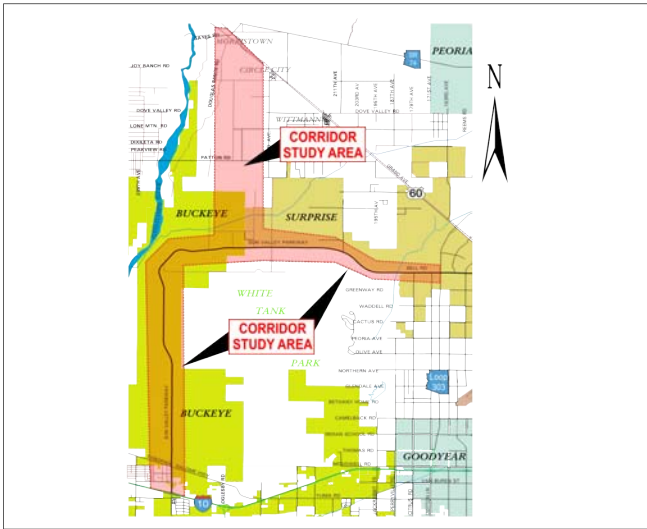
The corridor study is from I-10 to Loop 303. It also includes the study of an additional corridor study extension to SR 74/US 60. The purpose of this project is to **develop a corridor study** to investigate the widening of the road so right-of-way and roadway needs and planned, and future improvements can be identified for increasing the capacity and safety of the roadway. The corridor study from Sun Valley Parkway to SR 74 will determine alternative road alignments.

Job TT179



Key Issues:

- Access control and corridor improvement study



District: 4 & 5

Length: 44.94 miles

Detours: N/A

IGA Partner: None

Est. Const. Date: Funded for study only

Right-of-Way: No additional ROW is required at this time



Project Manager:

Renee Probst
Senior Planner
(602) 506-8622
reeneeprobst@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$140	\$300	\$160	\$0	\$0	\$0	\$0	\$160
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$140	\$300	\$160	\$0	\$0	\$0	\$0	\$160
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$140	\$300	\$160	\$0	\$0	\$0	\$0	\$160

TABLE MESA ROAD: I-17 to Tonto National Forest ROW



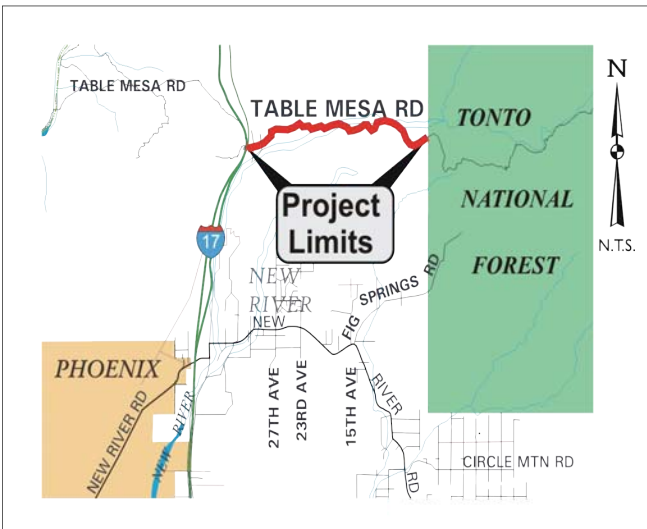
Job TT196

The purpose of the project is to **identify and purchase the necessary right-of-way to preserve access to the national forest against future encroachment**. Table Mesa Road is an unpaved road providing access to the Tonto National Forest from I-17. Initially a survey will be performed to identify the location of the existing road and then preliminary engineering will determine route suitability prior to the identification of right-of-way to be purchased.



Key Issues:

- Location of roadway



Project Manager:

Ray Smith, P.E., R.L.S.
Project Manager
(602) 506-2901
raysmith@mail.maricopa.gov

District: 3

Length: 5 miles

Detours: N/A

IGA Partner: State of Arizona (Game & Fish), U.S. Forest Service

Est. Const. Date: N/A

Right-of-Way: The amount of right-of-way required is a task of the study effort

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$300	\$0	\$300	\$0	\$0	\$0	\$300
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$11	\$1	\$10	\$0	\$0	\$0	\$11
Project Total	\$0	\$311	\$1	\$310	\$0	\$0	\$0	\$311
Reimbursements	\$0	(\$150)	\$0	(\$150)	\$0	\$0	\$0	(\$150)
MCDOT Net Cost	\$0	\$161	\$1	\$160	\$0	\$0	\$0	\$161



Job TT191



Key Issues:

- None



Project Manager:

Samir M. Hatab, P.E.
Engineering Project Manager
(602) 506-2867
samhatab@mail.maricopa.gov

District:

5

Length:

2.2 miles

Detours:

N/A

IGA Partner:

State of Arizona, Phoenix International Raceway, City of Goodyear, Flood Control District of Maricopa County

Est. Const. Date: 06/01/2005

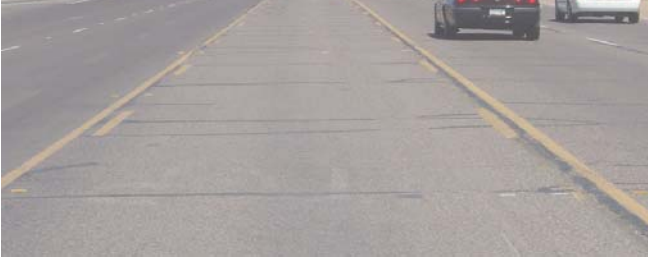
Right-of-Way:

No additional ROW is required at this time

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$50	\$5,000	\$4,500	\$450	\$0	\$0	\$0	\$4,950
MCDOT Labor	\$50	\$50	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$100	\$5,050	\$4,500	\$450	\$0	\$0	\$0	\$4,950
Reimbursements	(\$3,332)	(\$5,000)	\$0	(\$417)	(\$417)	(\$417)	(\$417)	(\$1,668)
MCDOT Net Cost	(\$3,232)	\$50	\$4,500	\$33	(\$417)	(\$417)	(\$417)	\$3,282

WILLIAMS FIELD ROAD: Gilbert Road to Eastern Canal



Job TT098



Key Issues:

- Traffic volumes are expected to increase
- Coordination with the Town of Gilbert and adjacent property owners
- Numerous homes on large lots "fronting" both sides of the road
- Concerns of local residents regarding the need for safe and convenient access
- Roadway drainage design
- Potential utility conflicts

District: 1

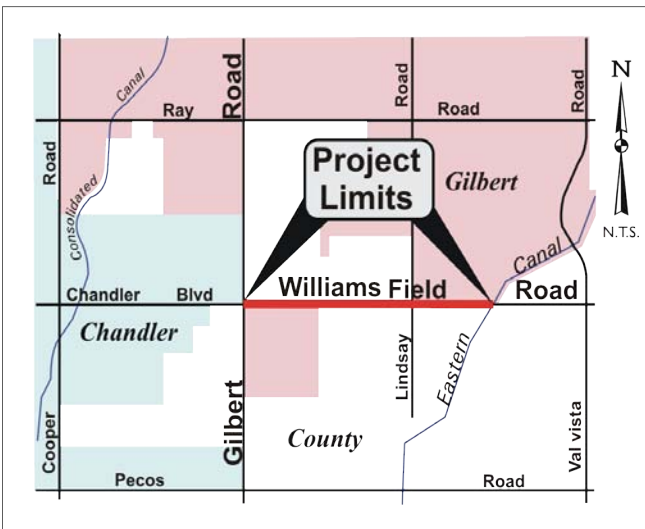
Length: 1.5 miles

Detours: None anticipated

IGA Partner: Potential partnership with Town of Gilbert

Est. Const. Date: Funded for design only

Right-of-Way: Additional right-of-way may be required



Project Manager:

Dave DeWeese, P.E.
Senior Civil Engineer
(602) 506-8626
daviddeweese@mail.maricopa.gov

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$53	\$515	\$462	\$0	\$0	\$0	\$0	\$462
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$10	\$10	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$163	\$203	\$20	\$20	\$0	\$0	\$0	\$40
Project Total	\$226	\$728	\$482	\$20	\$0	\$0	\$0	\$502
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$226	\$728	\$482	\$20	\$0	\$0	\$0	\$502

WILLIAMS FIELD ROAD @ Higley Road



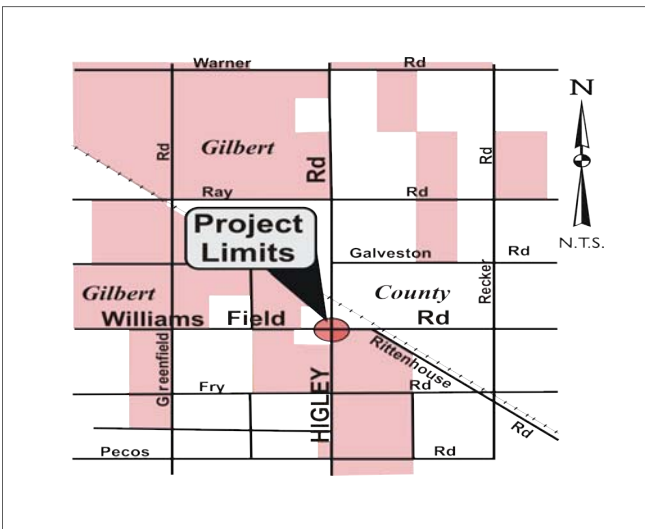
This project will **widen the north side of Williams Field Road** at the Higley Road intersection with partial signal upgrades.

Job TT102



Key Issues:

- Coordination with the Town of Gilbert to add Town of Gilbert ultimate improvements on the north side of Williams Field Road
- Phase 1 of the overall improvements are to be connected by a larger Town of Gilbert Capital Improvement Program project



Project Manager:

James Sargent, P.E., R.L.S.
Design Project Manager
(602) 506-8678
james.sargent@mail.maircopa.gov

District: 1

Length: N/A

Detours: None anticipated

IGA Partner: Town of Gilbert

Est. Const. Date: FY 2006 (September 2005)

Right-of-Way: No additional ROW is required at this time

Project expenditures in thousands

Cost Elements	Prior Years Expenditures	Total Project Cost	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Total
Design	\$47	\$47	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$63	\$63	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$20	\$20	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$250	\$250	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$382	\$682	\$300	\$0	\$0	\$0	\$0	\$300
MCDOT Labor	\$204	\$224	\$20	\$0	\$0	\$0	\$0	\$20
Project Total	\$966	\$1,286	\$320	\$0	\$0	\$0	\$0	\$320
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$966	\$1,286	\$320	\$0	\$0	\$0	\$0	\$320

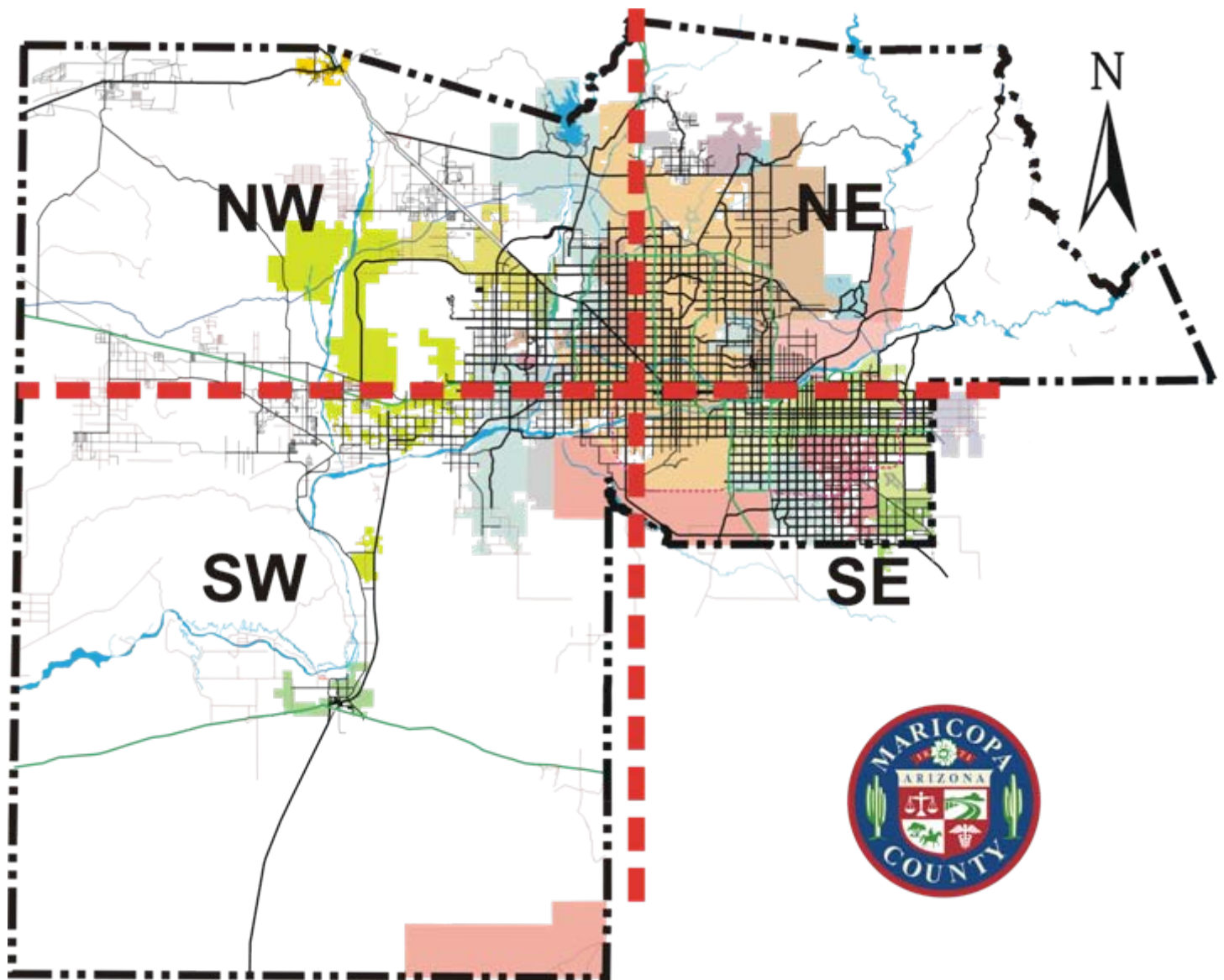
System Support Projects

Project Description	FY 06	FY 07	FY 08	FY 09	FY 10	FY 06-10 Totals
Geodetic Densification & Cadastral Surveys	\$250	\$0	\$0	\$0	\$0	\$250
General Civil Engineering	\$500	\$500	\$4,000	\$4,000	\$4,000	\$13,000
Low Volume Roads Program	\$2,050	\$3,020	\$3,020	\$3,020	\$0	\$11,110
Planning Studies (CARs & Corridor Studies)	\$800	\$800	\$800	\$850	\$850	\$4,100
Previous Year's Backcharges	(\$287)	\$350	\$350	\$350	\$0	\$763
Project Reserve Account	\$5,950	\$3,450	\$12,950	\$40,450	\$50,450	\$113,250
Property Management on Prior Year TIP Projects	\$50	\$50	\$50	\$50	\$50	\$250
R.O.W. In-fill on Road Inventory System	\$2,500	\$2,500	\$5,500	\$5,500	\$5,500	\$21,500
Small Cities Transportation Assistance Program	\$300	\$300	\$300	\$300	\$300	\$1,500
Signal Modernization	\$370	\$0	\$0	\$0	\$0	\$370
TAB Special Projects	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
TIP Program Management	\$363	\$365	\$365	\$365	\$365	\$1,823
Unallocated Force Account	\$1,402	\$2,539	\$2,751	\$2,842	\$3,173	\$12,707
Warranted Traffic Improvements	\$500	\$3,000	\$3,000	\$3,000	\$3,000	\$12,500

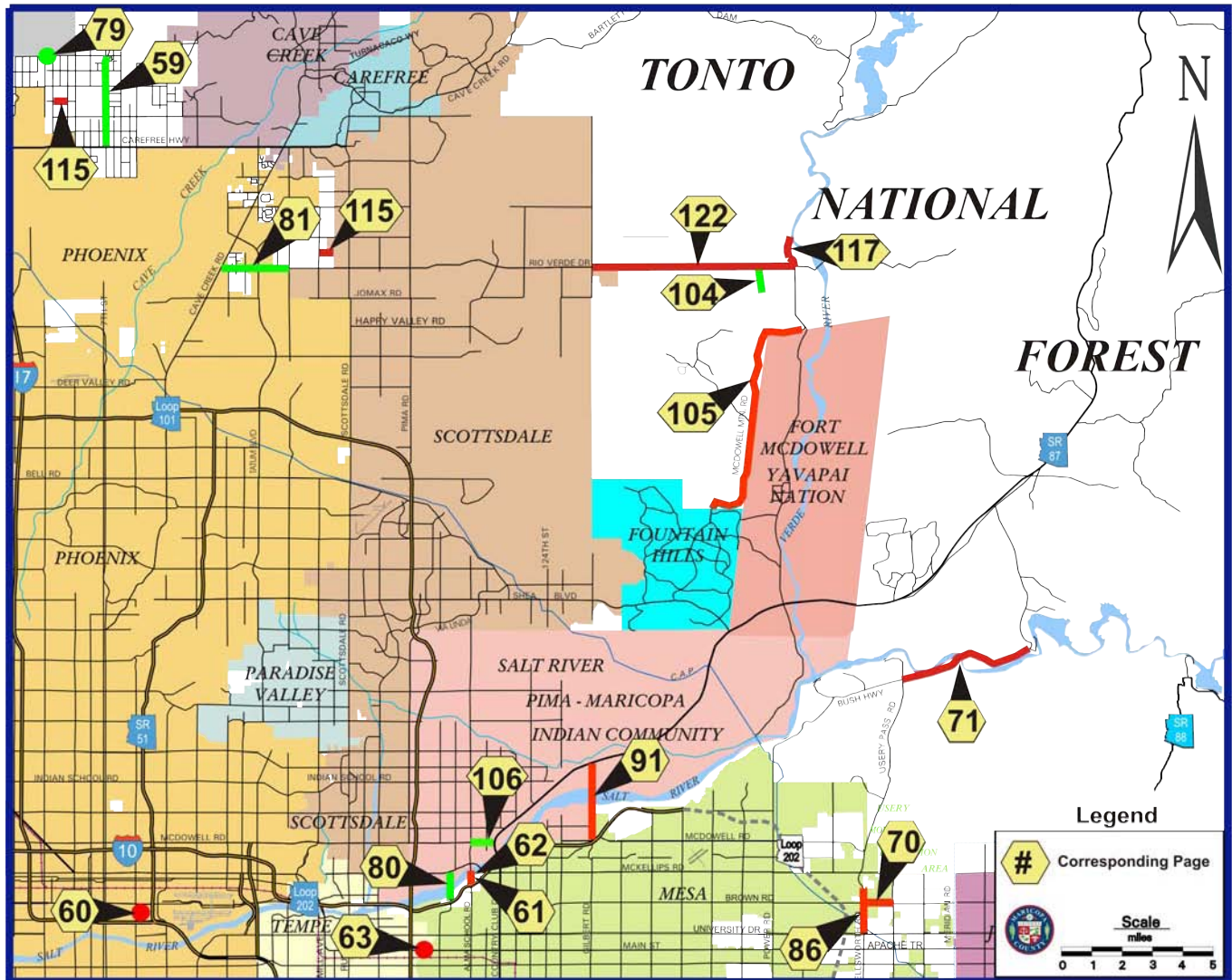
Thousands of dollars

2006-2010 Transportation Improvement Program

County Map Quadrant Identification

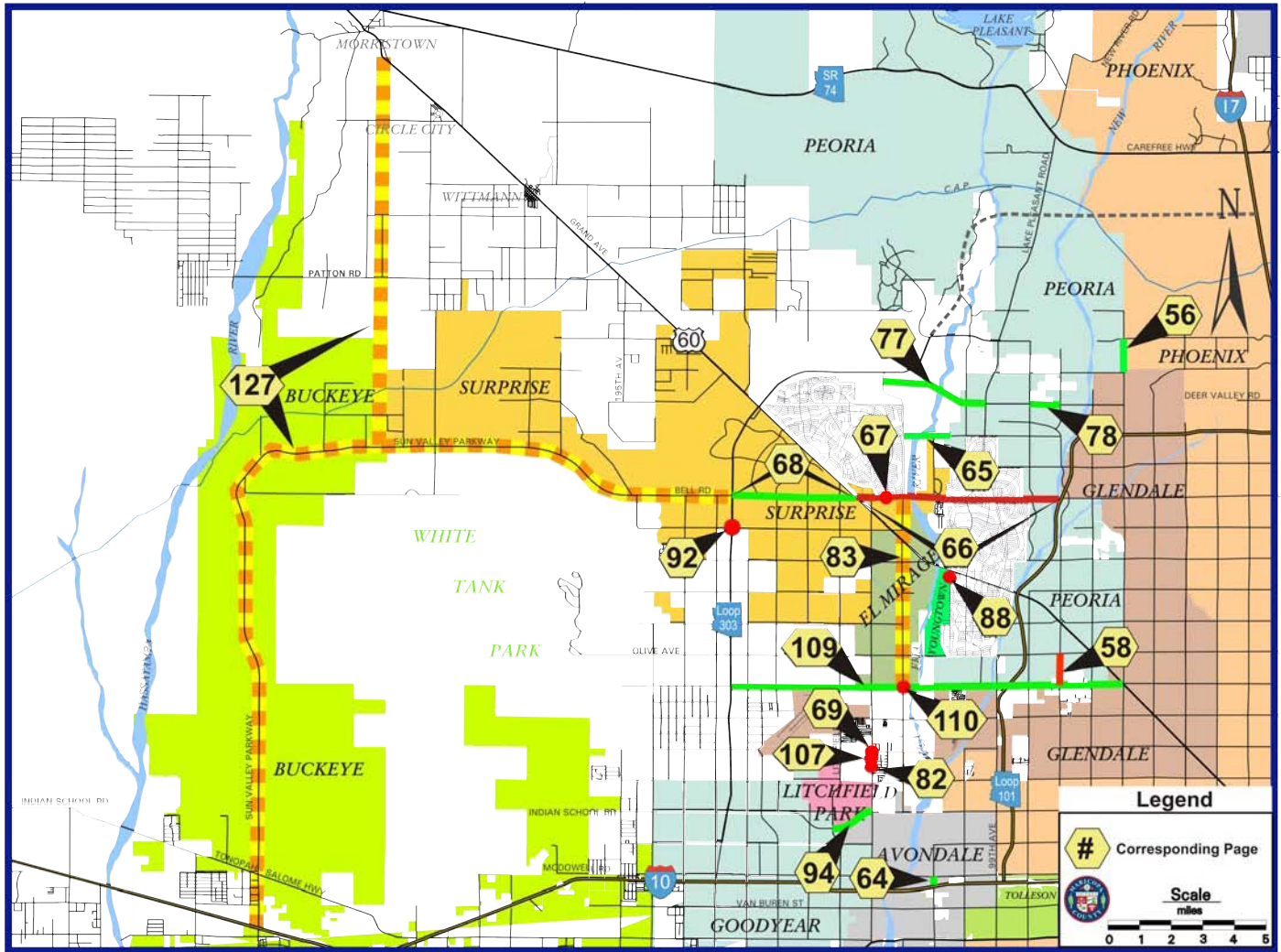


NorthEast



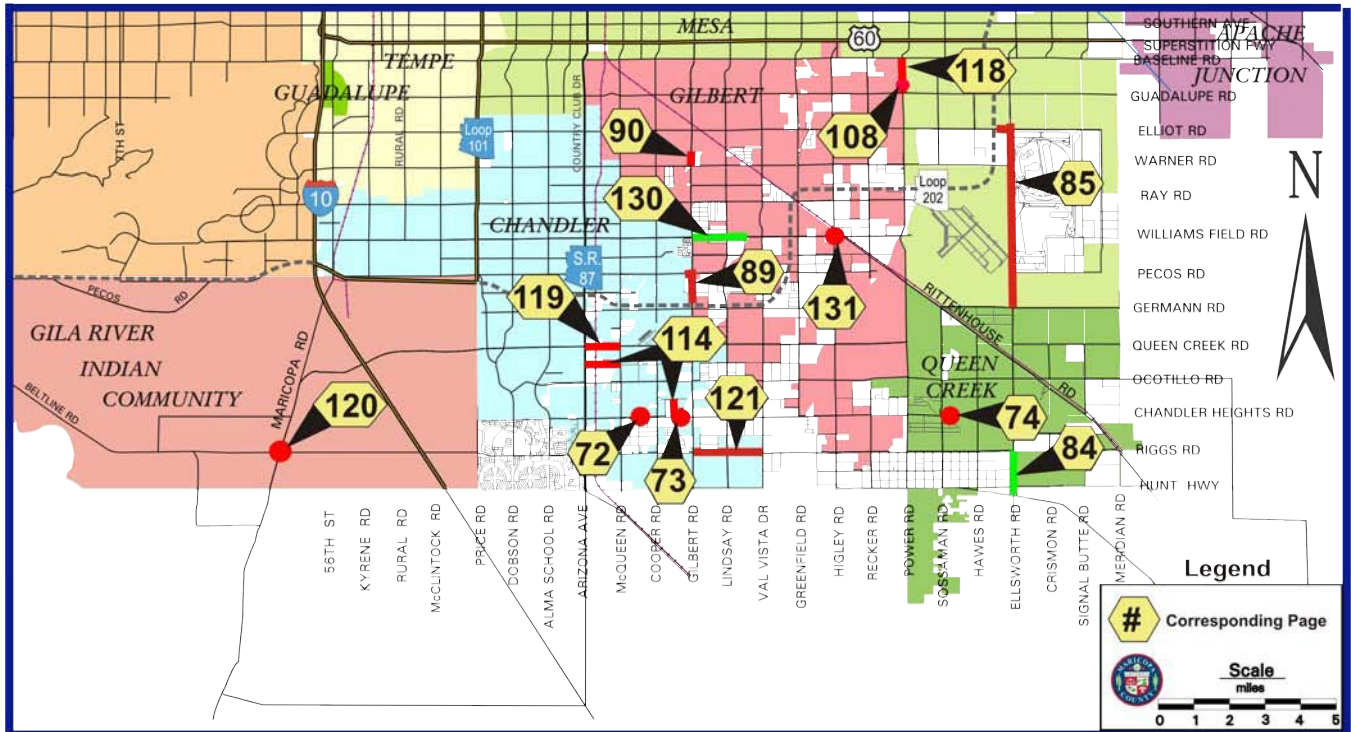
The colored lines on the map represent projects. Colors are not significant and were used only to distinguish separate projects.

NorthWest



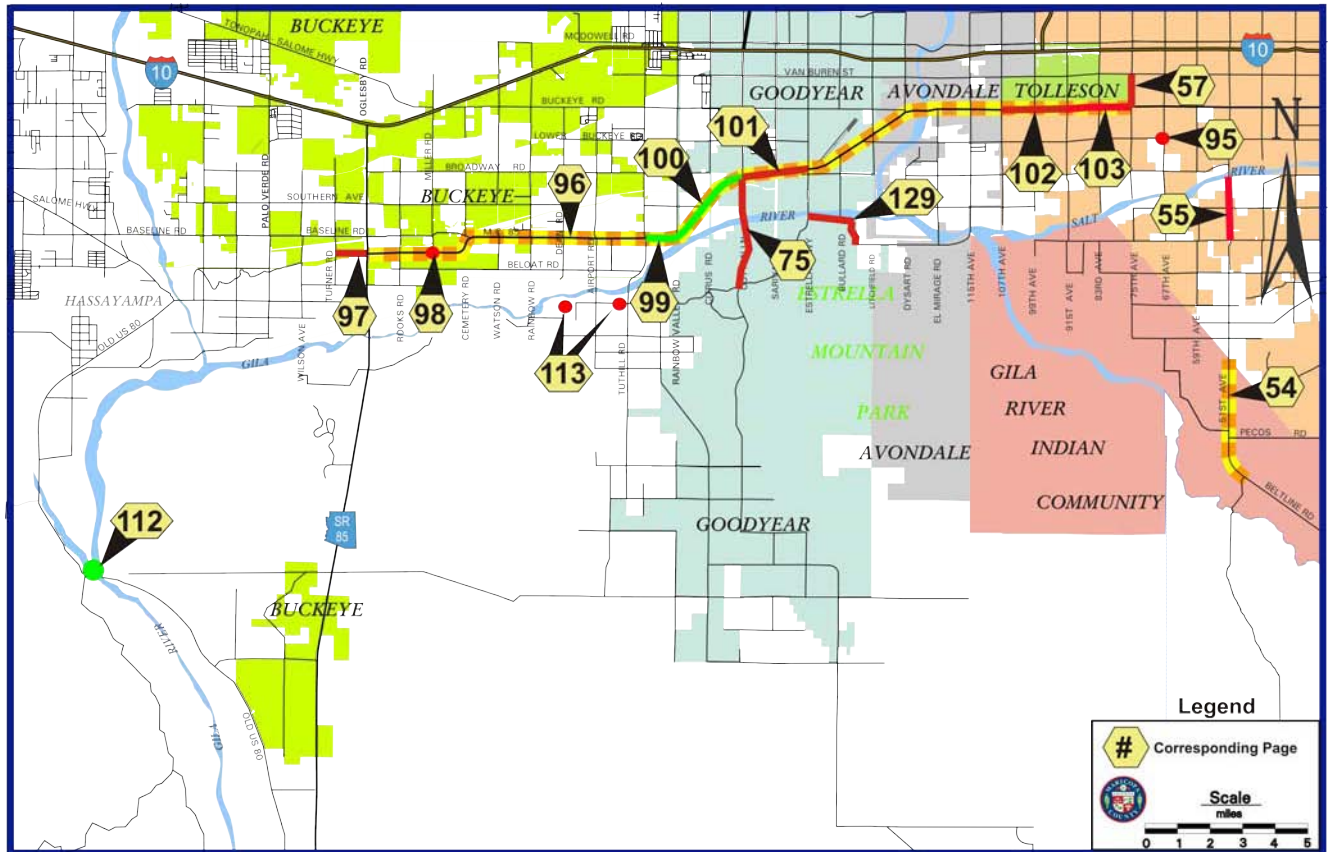
The colored lines on the map represent projects. Colors are not significant and were used only to distinguish separate projects.

SouthEast



The colored lines on the map represent projects. Colors are not significant and were used only to distinguish separate projects.

SouthWest



The colored lines on the map represent projects. Colors are not significant and were used only to distinguish separate projects.

Acronym List

ADOT	Arizona Department of Transportation	MCDOT	Maricopa County Department of Transportation
BMS	Bridge Management System	MFR	Managing For Results
BOS	Board of Supervisors	NEPA	National Environmental Policy Act
CAR	Candidate Assessment Report	PM₁₀	Particulate matter with an aerodynamic diameter equal to or less than 10 micrometers
CMS	Congestion Management System	PRC	Project Review Committee
DCR	Design Concept Report	REACT	Regional Emergency Action Coordinating Team
DMP	Development Master Plan	RMS	Roadway Management System
EPA	Environmental Protection Agency	ROW	Right-of-Way
FEMA	Federal Emergency Management Administration	RWCD	Roosevelt Water Conservation District
FWHA	Federal Highway Administration	SMS	Safety Management System
FY	Fiscal Year	SRPMIC	Salt River Pima-Maricopa Indian Community
GDACS	Geodetic Densification and Cadastral Survey	TAB	Transportation Advisory Board
GRIC	Gila River Indian Community	TIP	Transportation Improvement Program
HURF	Highway User Revenue Fund	TRC	TIP Review Committee
IGA	Intergovernmental Agreement	TSP	Transportation System Plan
ITS	Intelligent Transportation Systems		
MAG	Maricopa Association of Governments		

Glossary of Terms

Arterial Road System

Posted speeds less than or equal to 45 mph, divided four-lane or six-lane roads, striped for two or three lanes in each direction with a median and exclusive turn lanes where applicable.

Collector Road System

Collector streets provide both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. Collectors typically collect traffic from local streets in residential neighborhoods and channel it into the arterial system. Speeds are typically slower than on the arterial system and there are more access points along collector routes.

Local Road System

Two-lane undivided roads with intersections at-grade with frequent driveway access, traffic movements over relatively short distances and less than eight blocks long in most cases.

Candidate Assessment Report (CAR)

A planning-level study that identifies the best possible alternatives to an identified transportation problem. It provides a scope, schedule and budget for solving the identified problem.

Corridor Study

A study typically conducted on County Primary System Roadways that is anticipated to have significant future problems with respect to congestion, access control, road alignment, rapidly developing land uses or safety. Corridors are typically seven to ten miles long. Each study evaluates several alternatives to solve the identified problems and has an extensive public involvement program. Completed corridor studies provide a scope, schedule, budget and recommended construction phasing for the roadway. Each corridor study is periodically updated in order to keep it

current with its adjacent land development and future traffic volumes.

Design Concept Report (DCR)

A preliminary engineering study which provides considerably more detail than a CAR concerning the best technical project alternatives, proposed costs and schedules.

Intergovernmental Agreement (IGA)

A legal binding agreement between two or more jurisdictions that stipulates what responsibilities each party has with respect to a specific project. Typical agreements stipulate cost sharing amounts and payment schedules, responsibilities for managing the project and who will be responsible for the project upon completion. These arrangements are signed by the representative elected officials of each jurisdiction and then officially recorded.